



# **Pinellas County MPO 2040 Long Range Transportation Plan**

## **Public Outreach Documentation**

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## 1.0 Executive Summary

### 1.1 Introduction

The Pinellas County Metropolitan Planning Organization (MPO) has developed the 2040 Long Range Transportation Plan (LRTP). The LRTP focuses on where transportation improvements are needed, how they are funded and when they might be built over the next 25 years.

#### 1.1.1 Goals of the Pinellas Transportation Plan

The goals of the LRTP are below; Goal 5 speaks directly to public involvement and participation.

- Goal 1: Support and further economic development.
- Goal 2: Provide a balanced and integrated multi-modal transportation system for local and regional travel.
- Goal 3: Provide for a safe and secure transportation system for all users.
- Goal 4: Provide for, manage and operate an efficient transportation system.
- Goal 5: Encourage public participation and ensure that the transportation plan and other MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.
- Goal 6: Enhance the quality of life and promote sustainability.

#### 1.1.2 Public Outreach

As documented within this technical memorandum, public involvement opportunities have occurred throughout the development of the LRTP. A variety of public outreach methods and strategies have taken place in order to collect ideas, comments, thoughts and suggestions from the public. Objectives related to public participation are provided in detail in **Section 2.2.2** and are used as Performance Measurements throughout the preparation of the LRTP.

### 1.2 Summary of Key Findings

A summary has been provided highlighting the key findings and common themes provided through public involvement.

#### 1.2.1 Outreach Overview

The primary focus of outreach is to identify the public's transportation needs for Pinellas County. These needs will then guide the development of the LRTP, first through scenario planning and then through the identification of long term projects.

Number of Events	120+
Number of Attendees	12,200+

Over 12,200 participants were engaged during the development of the 2040 LRTP and variety of outreach tactics were employed as described in the subsequent sections. The comments and suggestions received established the need for a balanced transportation solution that supports growth. Discussions included increased roadway safety, increased bicycle and pedestrian safety, improved public transit, and improved intersections.

The following methods were utilized to collect comments for the 2040 LRTP:

- Online Survey

When asked to rate Pinellas County transportation systems, most survey respondents gave Pinellas County's transportation system a "B" or "C" rating. A little over five percent gave it an "A" rating with less than 20 percent giving it a "D", "E" or "F" rating. This suggests that most survey participants felt that transportation systems in Pinellas are adequate, but not highly effective.

- Focus Groups

Eight focus group meetings were conducted in October and November 2012, reaching a total of 120 participants from four geographic areas within Pinellas County (residents from "North", "Mid-County", "Mid-South" and "South"); two based on age (a young adult group ages 20 to 30 years, and a seniors group 60 years and older); and two groups representing traditionally underserved communities in the Clearwater and St. Petersburg areas.

The major comments and opinions collected from the focus groups are:

- There is a high level of dissatisfaction with traffic congestion and the transportation system in Pinellas County.
- The Pinellas County bus system is not perceived as a user-friendly option.
- Investing in non-driving travel modes is a priority.
- There is a lack of clear understanding about rail transit.
- The conversation about local transportation funding had a clear theme: the broadest-applied funding tools are the most-preferred.
- A high value is placed on better transportation connections to the Tampa Bay region.

- TellUsPinellas.com

The MindMixer™ site allows users to submit an idea, comment on a topic or idea, second ideas (i.e., "like" ideas), submit photos, add information to site maps about safety and congestion, and interact with fellow Pinellas County residents and site participants. MPO staff regularly changed out the topics, depending upon the specific feedback being sought at the time, providing an interactive and dynamic platform for public outreach.

- Speakers Bureau Presentations

A series of small group presentations were facilitated by MPO staff to collect comments and ideas from organizations such as homeowners' associations, civic groups and other community-related organizations. These presentations took place throughout the development of the LRTP and were located in geographically diverse areas, including in areas with high numbers of traditionally underserved populations.

- Landowner and Business Stakeholder Outreach

One-on-one meetings, as well as large group presentations with landowner and business stakeholders, were conducted January through August 2013. These meetings focused on public transit and targeted specific employers and community stakeholders. Total attendees represented 58 Pinellas County businesses and stakeholders.

The major comments and suggestions collected from the landowner and business stakeholders are:

- Nearly all businesses or landowners were interested in an improved bus service.
- Ninety percent of all businesses or landowners viewed light rail or passenger rail service favorably.

- The majority of businesses or landowners were interested in economic growth resulting from improved transit system.
- The majority of concerns were not related to the improvement of public transit in Pinellas County, but where the improvements should be implemented.
- A few common comments were, “Needs to be seamless between bus and rail”, “the (rail) ...supports corporate mission...would leverage quality of life to attract new highly trained staff to live in Pinellas”, “the most immediate need is a greatly improved bus system”, and “Need longer/late hours to accommodate work shifts.”
- Light Rail Station Design Concepts Outreach

Seven Design Charrettes were conducted throughout Pinellas County from April 2013 through May 2013. Roughly 151 community and business individuals participated in the Charrettes. For each Design Charrette conducted, there were five tables, each with four to five participants, and a total of 35 design concepts created for a total of over 245 design concepts.

The comments and suggestions collected from the Design Charrettes regarding areas near potential rail stations consist of the following:

- Need to focus on land redevelopment around station areas that accents and reflects the character of Pinellas County.
- Needs to include more green space and needs to be more oriented to the pedestrian.
- Need more connectivity with community resources around station areas.
- Need more “walkability” between destinations (shaded and safe) around station areas.
- Needs to increase bike-friendly roads around station areas.
- Needs to maintain the right balance of increased density, a balance appropriate for Pinellas County.
- eTownHall Meeting

One eTownHall meeting was held in September 2013. This event combined three outreach techniques. The first included a live panel discussion televised on Pinellas County Connection Television, otherwise known as PCC-TV. Secondly, over 40,000 registered voters were invited to join the conversation and ask panelists questions through the phone (all 40,000 numbers were called at random). Participants could also join a live on-line blog conversation held in conjunction with panel discussion. A total of over 9,300 participants joined the conversation at this one event.

Samples of the questions asked of panelists are as follows:

- What is the MPO planning long-term for transportation in Pinellas County?
- What do the people of St. Petersburg think about long-term transportation plans?
- Does the transportation plan entail connections to places outside of Pinellas County?
- Yesterday I spent \$74 to fill my car. The bus system does not run late enough to get me home from work. Will there ever be buses that run in the middle of the night?
- How will improved mass transit attract businesses to Pinellas County and allow people to move from the business centers?
- Why the emphasis on light rail? It’s expensive, it’s disruptive and it doesn’t serve the densities we have.
- Pinellas hosted 4 ½ million overnight visitors last year, so how will this plan serve our number one industry? How will this plan impact tourism?

- How are you considering seniors and those of us who will become elderly in the next 10-20 years? What are some of the provisions built into the long-term transportation plan that are for senior citizens?
- We've talked about the public, older people and special accommodations for them, but what about people with disabilities? How ADA compatible will the new transportation system be?
- What about the Howard Frankland Bridge? When that gets replaced how will the look of it change to accommodate mass transit?
- Public Workshops  
The Pinellas County MPO sought public input on the draft 2040 LRTP in November and December 2014. The draft Plan was available at the MPO's website, [www.pinellascounty.org/mpo](http://www.pinellascounty.org/mpo) and on [www.TellUsPinellas.com](http://www.TellUsPinellas.com).  
Interested citizens had an opportunity to provide comments to MPO staff at three public workshops, via email ([mpo@pinellascounty.org](mailto:mpo@pinellascounty.org)), and on [www.TellUsPinellas.com](http://www.TellUsPinellas.com).

## 2.0 Public Involvement Methodology

### 2.1 Moving Ahead for Progress in the 21<sup>st</sup> Century Act

Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), a two-year transportation bill, was signed into law on July 6, 2012 and takes the place of the previous Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 continues where SAFETEA-LU left off and specifically emphasizes safety, infrastructure, system reliability, movement of people and freight, economic vitality, environment and reduced project delivery delays for the metropolitan planning process.

MAP-21 requires that public outreach include all interested parties with reasonable opportunity to comment, including citizens, affected agencies, representatives of public transit employees, freight shippers, providers of freight transit, private transportation providers, representatives of public transportation users, and representatives of pedestrian, bicycle, and disabled facility users. Methods of participation include public meetings, visualization techniques, and web resources. The Public Involvement Plan for the Pinellas Transportation Plan will help to ensure that federal requirements for public participation are met during its development; consistent with the Pinellas County Metropolitan Planning Organization (MPO)'s adopted Public Participation Plan.

A variety of traditional and innovative public involvement tools and strategies have been selected to encourage public participation and ensure the Pinellas Transportation Plan reflects the needs of the community. These include:

- A comprehensive media outreach plan that includes press releases, newsletters, a project website, and use of social media.
- Branding of the Long Range Transportation Plan as the Pinellas Transportation Plan (LRTP), making the effort's intent simple to understand and more recognizable during outreach to the public.
- Use of mail and email databases to increase the effectiveness of public outreach and documentation of public input.

- An informative and interactive website devoted to the LRTP with links from the Pinellas MPO and other websites for easy access.
- Administer surveys in both traditional and electronic formats to obtain public opinion on current and future transportation needs and improvements.
- Conduct agency/stakeholder meetings and general public outreach at the outset of the planning process.
- Conduct focus groups to generate ideas and obtain feedback on specific topics.
- Conduct traditional community meetings and online collaboration efforts, through the MindMixer site TellUsPinellas.com, to obtain public input throughout the planning process.
- Conduct eTownHalls (described in detail in **Section 3.3** to obtain comments and ideas at key points during the development of the LRTP).

## 2.2 Public Involvement Plan

The Pinellas MPO recognizes the importance of an effective public outreach effort in the success of the LRTP and is committed to soliciting community participation and obtaining public comments and sentiments to help guide the development of the LRTP in accordance with its goals. At the beginning stages of the LRTP, the MPO adopted a Public Involvement Plan (PIP) which provides a guideline for documenting the public participation process as well as strategies and tools used to engage the community. The PIP helps direct the MPO's public outreach efforts and provides guidance on how public comments gathered from outreach activities, along with official staff responses, is tracked and documented. It is consistent with the MPO's overall Public Participation Plan for community participation in all of the MPO's transportation planning processes. The PIP provides the foundation for public engagement, business stakeholder outreach, and agency/local jurisdiction coordinating.

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### 2.2.1 Goals and Objectives of the PIP

The goal of the PIP is to encourage early and continuous public participation and to provide complete information, timely public notice, and full access to key decisions during the transportation planning process.

For information on the public involvement strategies and tools that have been selected to achieve the goal and objectives of the PIP for the LRTP, please refer to the complete PIP, located in **Appendix A**.

### 2.2.2 Measuring Performance

The objective pertaining to public participation and involvement of the LRTP focuses on encouraging public participation and ensuring that the LRTP and other MPO planning activities reflect the needs of the community. By developing an early public participation process, engagement opportunities for citizens, the general public, the MPO Board and committees, local and regional planning partners, and other public and private sector entities and stakeholders will occur in a proactive and ongoing manner.

**Table 2.2.1** highlights how public outreach will be measured for the LRTP.

**Table 2.2.1 Outreach Performance**

Encourage public participation and ensure that the transportation plan and other MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.	
Objectives	Measures of Effectiveness
<u>5.1 Provide opportunities to engage citizens and other public and private sector entities</u>	# of Events
	# of Attendees
<u>5.2 Provide opportunities to engage traditionally underserved populations</u>	# of Events
	# of Attendees
<u>5.3 Consider and respond, as appropriate, to all comments received</u>	Are comments received regarding the plan considered and responded to, as appropriate?

### 3.0 Public Involvement Summary

Public comments were incorporated into the Pinellas Transportation Plan (LRTP) in many ways, especially when considering the Needs and Cost Feasible Plan. The result of the transit referendum in November 2014 resulted in the revised draft LRTP including transit projects that utilize existing revenue sources only. Additional public outreach and a series of PSTA Board workshops will begin in early 2015 to provide direction on how to refine the vision for transit service in Pinellas County.

Please see **Table 3.1** below, summarizing all public involvement activities and events held throughout the development of the LRTP.

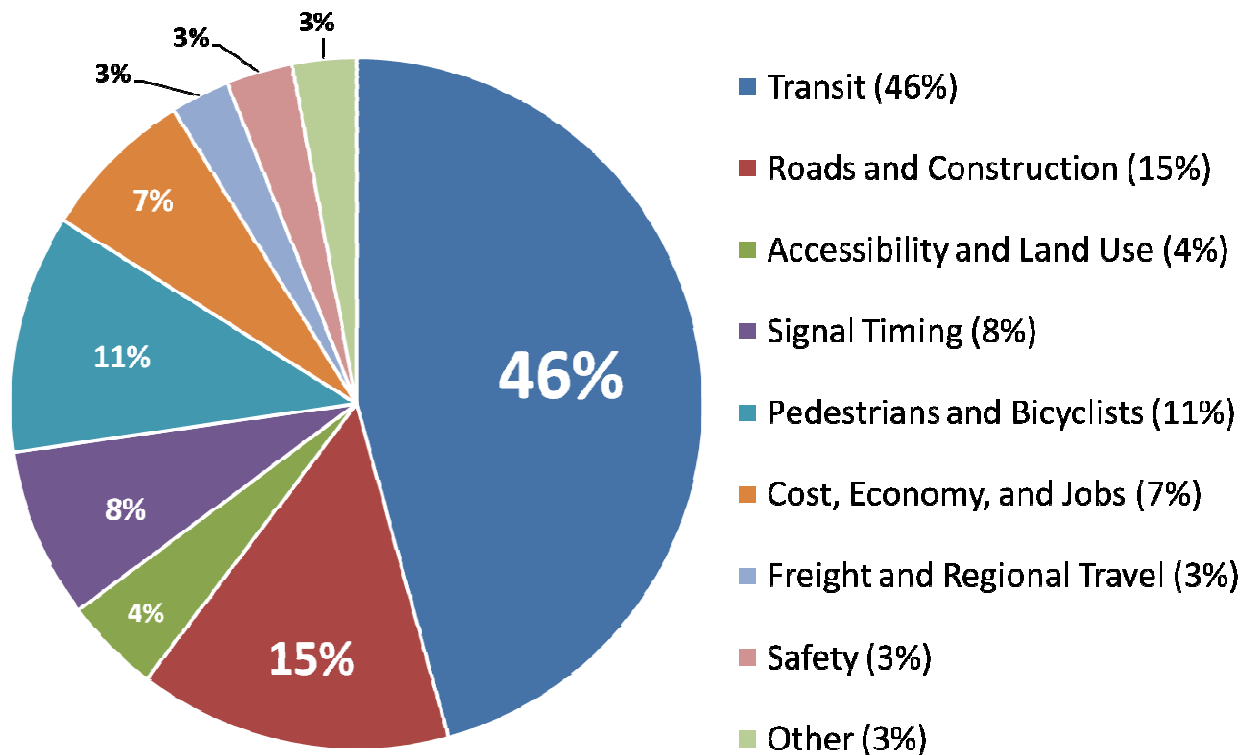
**Table 3.1 Summary of Public Involvement Activities for the 2040 LRTP**

Meeting Type	Number of Meetings/Rounds	Number of Comments Collected	Number of Attendees/Participants	Other/Notes
<b>TellUsPinellas</b> (Online Site)	Rounds 1 - 8	985 submissions	263 active participants (3,634 unique visitors)	245 ideas, 485 idea comments, 255 votes, and 24,412 page views
<b>Focus Groups</b>	8	105 (this does not include the 1.5-hour conversation from each focus group)	108	15 participants were recruited for each Focus Group
<b>Steering Committees</b>	12	See Section 3.3.6 in the Phase One Outreach Report	153	5 total, representing the Cities of Clearwater, Largo, Pinellas Park, St. Petersburg and Pinellas County
<b>Stakeholder One-on-Ones</b>	14	312 See Appendix I in Phase One Outreach Report	44	14 unique businesses represented
<b>Stakeholder Large Groups</b>	7	See Appendix J in Phase One Outreach Report	114	97 unique businesses and interests represented
<b>Design Charrettes</b>	7	See Section 3.3.6 in the Phase One Outreach Report	151	39 civic-related representatives; 90 business-related representatives
<b>eTownHall</b>	1	190	9,388	Does not include the audience that joined via television
<b>Public Workshops</b>	3	35+	33	Focus of workshops was Draft 2040 Pinellas Transportation Plan
<b>Other Outreach Meetings</b>	60+	Comments and/or a public discussion took place at all meetings, presentations, and events.	2,000+	Speakers Bureau Program; Interagency Meetings; MPO Board and Committees; local and regional partners; community events, March "The Pen" 4,107 views, utility mailing to 110,00 customers, etc.
<b>Totals</b>	<b>120+</b>	<b>1,600+</b>	<b>12,254+</b>	<b>n/a</b>

## 4.0 Common Themes

At the beginning of the LRTP development, comment categories were created by MPO staff in order to organize and help analyze all comments received. This was done through a Comment Database. When a comment was entered into the database, each was given a “primary category” to represent the primary theme of the comment. Many comments touched on multiple ideas or suggestions so a “secondary category” was also given to comments where applicable. The five most common comment categories received were Bus, Rail, Roads, Transit, and Trails.

### *Responses Received by Primary Comment Category*



Many of the comments received in the above categories mentioned technology and the use of new technologies. Some of the new technologies suggested include:

- Implementing a monorail system, Skytrain or a Hyperloop over the Pinellas Trail,
- Ridesharing options or an online commuter rideshare plan,
- Self-driving cars with on-demand services, electronic rental vehicles (i.e., Zipcar),
- Renewable energy sources such as solar-powered rail, self-driving taxis,
- Electric transportation devices for use on the Pinellas Trail,
- New rail technologies,
- Advanced space-saving and bike-parking technologies,
- Energy efficient automobiles,

- A North-South stoplight-free route (specifically on US 19 from Pinellas Park to Pasco County line),
- A transportation/technology solution contest,
- Tablets on buses so bus riders can pre-request stops,
- Freight cars connected or between passenger trains to eliminate trucks,
- Hydrogen-based transport vehicles and personal transporters (i.e., Segway).

Below is a table of all primary and secondary comment category counts.

Comment Category	Primary Category Counts	Secondary Category Counts
Accessibility	11	18
Accountability	9	3
Affordability/Cost	29	41
Bicycle Amenities	11	19
Bike Lanes	26	9
Bus	135	61
Community needs	24	20
Congestion	11	8
Construction Timing/Coordination	22	5
Crosswalks	6	3
Demographics	1	1
Economy	3	9
Enhancements	0	7
Freight	1	1
Growth/Land Use	11	17
Jobs	4	6
Multi-Modal	22	10
Park & Ride	1	2
Parking	7	3
Rail	95	33
Regional Travel	25	33
Revenue	22	67
Rideshare	17	2
Roads	94	34
Safety	25	53
Sidewalks	12	10
Signal Timing	36	6
Street Lighting	2	0
Taxis	2	2
Technology	34	17
Traffic Law Enforcement	1	1
Trail	42	16
Transit	141	45
Transit Oriented Development	10	9

## 5.0 Outreach Tools

### 5.1 Online Survey Methodology and Composition

The online survey was an early opportunity for Pinellas County residents to provide opinions and suggestions regarding Pinellas County's transportation system. The questions focused on the existing system as well as the improvements that should be made.

The online survey was used to gauge attitudes regarding long range transportation needs early on in the planning process, and the information gathered helped create the questions and discussion guides for the Focus Groups.

Online Survey Questions:

- Using an A, B, C, D or F grading scale, how would you rate the Pinellas County Transportation System?
- What changes would need to be made to the Pinellas County transportation system to improve the grade you gave?
- Please indicate how important each of the transportation system components is to you:
  - Improve Timing of Signals
  - Intersection Improvements w/ Pedestrian Accommodations
  - Maintenance Improvements
  - More Bike Lanes
  - More Frequent Bus Service
  - More Bicycle/Pedestrian Trails (e.g. the Pinellas Trail)
  - More Sidewalks
  - Rail Transit Service
  - Widen Major Roads
- What are some specific locations with traffic problems that you encounter throughout your day?
- Please use the space below for additional comments regarding transportation improvement needs in Pinellas County.

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### Results

Overall, most survey respondents gave Pinellas County's transportation system a "B" or "C" rating. A little over five percent gave it an "A" rating with less than 15 percent giving it a "D" rating. About five percent gave it an "E" or "F" rating. Please refer to **Appendix B** for the complete survey results.

### 5.2 Fact Sheet Methodology and Composition

Two Fact Sheets were developed at the beginning of the LRTP development to provide an overview of what the LRTP seeks to accomplish along with essential project information, opportunities for the public to participate, as well as a basic understanding of this long term transportation planning effort.

The first Fact Sheet answers the most basic questions regarding Pinellas County's transportation system. It also looks at how the system should respond to not only the needs of today, but the demands of tomorrow. By looking at the existing system, what the system lacks, and which projects are right for the future, the public can understand how it affects them now as well as future generations. The first Fact Sheet provides the public with this information so they can get involved in later phases of the LRTP.

The second Fact Sheet explains two different growth scenarios for Pinellas County: the “Current Trend” and “Investing in Transit and Land Use.” The purpose is to compare these scenarios and analyze the benefits of each for the development of the LRTP. The Fact Sheet asks the question *Which scenario will best fulfill the goals established for the LRTP, as well as goals affecting long range planning, transportation, and economic development?* The two scenarios are compared by their ability to create jobs through access to transportation and workforce as well as their ability to strengthen communities by providing mobility options and focusing growth where it most efficiently uses existing resources and reduces impacts on stable residential neighborhoods.

Both Fact Sheets are provided in **Appendix C**. For more information on each Trend Scenario, please refer to corresponding technical memorandum.

The first Fact Sheet is an introduction to the LRTP and answers the following questions:

- What is the Plan?
- Why is the Plan important?
- What is Pinellas County’s transportation system made up of?
- What will the Plan identify?
- How do we find the right mix of projects?
- How do we strengthen our community through transportation improvements?
- How do we pay for this Plan’s recommendations?
- How do we make transportation options more useful?
- How can I help?

The second Fact Sheet answered the following questions:

- What would happen if the present (growth) trend continues? Specifically...
  - Where would people work?
  - Where would people live?
  - How would people get around?
- What would happen if Pinellas County invested in transit and land use? Specifically...
  - Where would people work?
  - Where would people live?
  - How would people get around?

## Results

Through this planning effort, the public will identify transportation and mobility improvements, funding options, and future steps for meeting the LRTP’s goals while improving conditions for all major travel modes. The Fact Sheets provided context for these three goals and helped set the stage for future phases of the LRTP.

The first Fact Sheet was first distributed to those who participated in Focus Group One. The participants were asked to react to the information and provide comments regarding the data and graphics. Attitudes and opinions regarding the Fact Sheet were mostly positive, and since the first Fact Sheet is very data heavy, suggestions on how to make the information less confusing and more relatable were taken into consideration. The first Fact Sheet will be used throughout the development of the LRTP and provides a basic understanding of the long term transportation decision-making process that occurs every four to five years in Pinellas County.

The second Fact Sheet helped set up the discussion for the September 24, 2013 eTownHall event. The information helped the eTownHall panelists as well as the audience and participants understand the MPO is considering two primary growth scenarios for Pinellas County: continuation of the present trend or investing in transit and land use. The second Fact Sheet was useful in the development of these growth scenarios.

### 5.3 Focus Groups Methodology and Composition

A series of eight focus groups were conducted with residents of Pinellas County between October 29, 2012 and November 1, 2012, reaching a total of 120 participants. In order to better represent the population of Pinellas County, the focus groups were created using a stratified sample from different sets of subgroups: four based on geographic areas within Pinellas County (residents from “North”, “Mid-County”, “Mid-South” and “South”); two based on age (a young adult group ages 20 to 30 years, and a seniors group 60 years and older); and finally, two groups representing traditionally underserved communities in the Clearwater and St. Petersburg areas, which were defined through socio-economic data and geographic boundaries.

Focus groups are a qualitative research tool utilizing smaller sample sizes; comments and themes raised in the group discussions cannot be attributed to the general population of Pinellas County. Phone surveys or other quantitative research methods use a much larger sample size to quantify how many participants agreed or disagreed with certain points of view, and are therefore indicative of a general population’s consensus. Thus, comments and themes raised in the group discussions cannot be projected or attributed to the general population of Pinellas County.

The overarching goal of the focus groups was to understand why the participants think the way they do, and how they arrive at their positions.

The focus group participants were recruited at random with a live screening interview, and the groups met on October 29, 30, 31 and November 1 (two per evening, approximately fifteen persons per group) in 90-minute moderated discussions. Groups One through Six were conducted on the first three nights at a focus group facility located in Safety Harbor. Groups Seven and Eight were conducted on the last night at the University of South Florida–St. Petersburg campus. Here is a description of the focus groups’ composition:

- **Group One, North County:** Participants were recruited from the northern section of the county that includes Safety Harbor, Tarpon Springs, Dunedin, Oldsmar and Safety Harbor (mix of gender and age).
- **Group Two, Mid County:** Participants were recruited from the central portion of the county (with an emphasis on beach communities) that includes Clearwater, Belleair, Belleair Shore, Largo, Belleair Bluffs, Belleair Beach and Indian Rocks Beach (mix of gender and age).
- **Group Three, Traditionally underserved, Clearwater area:** Participants were recruited from neighborhoods east and south of Clearwater’s central business district, using 2010 census data for household income and ethnicity. The recruiting interviews screened for household income (\$40,000 or less), and the group was a mix of gender and age.
- **Group Four, Young adults 20-30 years:** Participants between ages of 20 and 30 years old were recruited countywide (mix of gender).
- **Group Five, Seniors 60+ years:** Participants ages 60 years and older were recruited countywide (mix of gender).

- **Group Six, Mid-South County:** Participants were recruited from the central-south portion of Pinellas County that includes Pinellas Park, Seminole, Indian Shores, Redington Shores, North Redington Beach, Madeira Beach and Kenneth City (mix of gender and age).
- **Group Seven, Traditionally underserved, St. Petersburg area:** Participants were recruited from St. Petersburg and south St. Petersburg neighborhoods, using 2010 census data for household income and ethnicity. The interviews for participants screened for household income (\$40,000 or less), and the group was a mix of gender and age.
- **Group Eight, South County:** Participants were recruited from the southern portion of Pinellas County that includes St. Petersburg, Treasure Island, Gulfport, South Pasadena, and St. Pete Beach (mix of gender and age).

The focus groups were moderated by a public affairs consulting and research firm based in Denver, Colorado that has conducted public opinion research on transportation issues in the Tampa Bay region and other major metropolitan areas nationwide.

**Table 5.3.1 — Focus Group Schedule**

Focus Groups	Geography/ Concentration	Date & Time	Participants
Focus Group #1	North County	10/29/12, 6:00 p.m.	15
Focus Group #2	Mid County	10/29/12, 8:00 p.m.	15
Focus Group #3	Traditionally Underserved (Clearwater area)	10/30/12, 6:00 p.m.	13
Focus Group #4	Young Adults, 20-30 years	10/30/12, 8:00 p.m.	11
Focus Group #5	Seniors, 60+ years	10/31/12, 6:00 p.m.	14
Focus Group #6	Mid-South County	10/31/12, 8:00 p.m.	12
Focus Group #7	Traditionally Underserved (St. Petersburg area)	11/01/12, 6:00 p.m.	14
Focus Group #8	South County	11/01/12, 8:00 p.m.	14
<b>Totals</b>	<b>n/a</b>	<b>n/a</b>	<b>108</b>

### Discussion Guide

The eight focus groups included more than 100 residents, each of them with their own transportation experiences, length of residence in the Tampa Bay region, commuting patterns, travel destinations, household compositions, and mobility advantages and disadvantages. Because of this diversity, a uniform discussion guide was used to maintain consistency between the groups, and to ensure that the same areas of inquiry and discussion were included in each group session. The complete Discussion Guide is included in the Focus Group Analysis Report which can be found in **Appendix D**.

### Results

While the focus group participants were positive about the quality of life and amenities in Pinellas County (particularly outdoor recreation opportunities), the transportation system and traffic congestion were the most top-of-mind complaints about living and working in Pinellas County. This was true across all focus groups and geographic areas. For more information regarding the focus groups, refer to the

Focus Group Analysis Report in **Appendix D** as well as the Participant Comment Sheets in **Appendix E**. The key findings from the focus groups are:

- There is a high level of dissatisfaction with traffic congestion and the transportation system in Pinellas County.
- A transportation dilemma is that some of Pinellas County's most visible traffic congestion-relief solutions are also viewed as part of the problem.
- The Pinellas County bus system is not perceived as a user-friendly option.
- Investing in non-driving travel modes is a priority.
- There is a lack of clear understanding about rail transit.
- The conversation about local transportation funding had a clear theme: the broadest-applied funding tools are the most-preferred.
- A high value is placed on better transportation connections to the Tampa Bay region.

The common themes and attitudes from the focus groups are summarized below:

### **Pinellas County's traffic congestion and transportation system**

A common theme in these focus groups was the perception that Pinellas County's transportation system is inadequate in all travel modes (driving, public transit, walking, biking). Some participants' word choices to describe local transportation set the tone: "horrible," "frustrating," "painful," "difficult to get around," "way behind...in the dark ages." Also, most focus group participants generally accepted the idea that traffic congestion will continue to get worse in the years ahead.

### **A transportation dilemma**

Across the board, one of the most-frequently cited complaints about Pinellas County's transportation system was the disruption caused by the many road widening and reconstruction projects, especially on US 19. Focus group participants expressed a high level of exhaustion with the road widening and overpass projects, underscored by their perception that the projects have been "going on forever" with "no end in sight." They also indicate that future transportation funding proposals will have to confront, and overcome, some widely-held perceptions that more transportation construction projects will only prolong today's traffic snarls and create more obstructions to mobility.

### **Pinellas County's bus system**

The focus groups' overall perception of PSTA was that it is a critical service but difficult to use. Many participants described their perceptions with the following:

- Bus stops are unacceptably long distances from final destinations.
- Lack of express bus routes, especially between the north county and the south county's jobs and entertainment destinations.
- Local bus routes and hours of service are limited.
- The system suffers from a shortage of park-and-ride lots, a lack of circulator routes, and long delays between bus transfers.

The perceived shortcomings in bus service are both a challenge and an opportunity for any future transportation funding proposals in Pinellas County.

### Non-auto travel modes

Focus group participants consistently commented that non-auto travel options in Pinellas County are inadequate and should be better, and investing in them is a priority. Specifically, they discussed how they want the county's bus transit system to provide more mobility options, even if they do not plan to use it.

While the Pinellas Trail received very good marks as a recreational amenity, there was a nearly-universal perception that sidewalks and pedestrian connections in Pinellas County are severely lacking.

The focus groups also showed a split-personality about bicycling: some participants strongly advocated for more bike lanes to encourage recreational cycling and bike-commuting, while others strongly advocated for moving cyclists off the streets as a strategy to ease traffic flow.

### Understanding of rail transit

Rail transit was discussed in a very general fashion without specifics on alignments, type of rail transit mode (commuter rail, light rail, etc.), costs or station locations. Focus group participants expressed a wide range of attitudes and perceptions about rail transit as a potential addition to Pinellas County's transportation system.

One clear finding from this very general discussion about rail transit is that the focus group participants showed limited knowledge of—or much exposure to—rail transit systems in other US cities. If a rail transit proposal is going to be fairly evaluated by Pinellas County residents and voters in the future, a *significant* amount of basic education will be required. Parenthetically, it is noteworthy that there was no specific mention of the Hillsborough County 2010 transportation referendum in the focus groups. The memories of prior rail transit elections were limited and fairly vague.

### Local transportation funding and accountability

Most focus group participants accepted the position that their desired transportation inventory—from better sidewalks to expanded bus service, from well-maintained and widened roads to new rail transit, and everything in between—would require additional funding. Three funding sources were presented for discussion in the focus groups: a one percent sales tax; a property tax increment; and a local gasoline tax (5-cents per gallon). The additional one-percent sales tax increment received the most conceptual support because it is the most broadly-applied source of funds.

Certainly, accountability was a common theme in all funding discussions. Some focus group participants held firm that the funds necessary to improve transportation are already “in the system” but are being misallocated, wasted and not spent efficiently.

In particular, the accountability concerns were tied to frustrations with multiple road construction projects and the consequent headaches for commuters. This discussion among several participants gave rise to the notion that the municipalities, the County and the Florida Department of Transportation (FDOT) were not working together to coordinate projects, and no one was being held accountable for that.

### Regional transportation connections and options within Tampa Bay

Participants generally shared the view that Pinellas County is part of a much larger metropolitan area, yet overall views on a multi-county, regional approach to transportation were mixed.

One theme focused on Pinellas County's transportation connections to the region as being vital because the job and career opportunities are much greater in Hillsborough County.

The few cross-bay commuters in the focus groups said they would like more options to driving to Tampa, but the current bus service is not a choice they can make.

Expanding mobility options to regional destinations was also identified as a priority for other segments of the community, including students and tourists. In addition, there was broad support for the idea that Pinellas and Hillsborough Counties need to work together to improve transportation connections.

## 5.4 Speakers Bureau Methodology and Composition

The Speakers Bureau Program is an outreach method used to engage and inform members of the public about the LRTP process and development as well as encourage a meaningful dialogue with the public and stakeholders alike. The Program is a series of small group presentations to community and business stakeholders, usually with standard but customizable presentation using software such as PowerPoint, as well as meeting materials and other handouts.

The Speakers Bureau Program began during fall 2012 and continued through the adoption of the LRTP. The Program encouraged a public dialogue in-person, outside of the scheduled engagement meetings and web activities of the LRTP. Presentations, attendees, and comments received were included in the comment tracking database described in section 5.8. Presentations were made to neighborhood and civic associations, business and advocacy groups, community organizations, and other Pinellas County groups and organizations from September 2012 through December 2015, with well over 1,400 attendees.

## 5.5 MPO and PSTA Coordinated Land Use Outreach Methodology and Composition

The Pinellas Alternatives Analysis (AA) identifies premium transit options to improve Pinellas County's and West Central Florida's quality of life. As a result of this effort, the Locally Preferred Alternative (LPA) was endorsed in January 2012 and was selected for its ability to satisfy the Study goals and objectives after four rounds of detailed technical evaluations in accordance with Federal Transit Administration guidance. The LPA offers transportation options that are safe, sustainable, affordable, and efficient, and will act as a catalyst for a vibrant and environmentally sustainable future. The LPA recommends the use of Light Rail along the general alignment in Pinellas County. Significant countywide local transit service enhancements are also recommended for implementation throughout Pinellas County. This package of transit improvements was the Greenlight Pinellas Plan (otherwise referred to as "Greenlight Pinellas").

Greenlight Pinellas was an important transportation consideration in the LRTP and the linkage between land use and these transportation investments needed to be investigated. To do so, a partnership between the Pinellas MPO and PSTA — first established through the efforts of the Pinellas AA, continued through an outreach effort to discuss this land use and transportation relationship.

This outreach effort included direction from the appropriate local jurisdictions and was designed to meet with area businesses and landowners to collect their thoughts and suggestions as to how Greenlight Pinellas may affect the community. While the Greenlight Pinellas referendum ultimately did not pass, results of this coordinated land use discussion guided the development of the scenarios considered during the LRTP scenario planning tasks. The vision of the future transportation system in Pinellas County remains unchanged with enhanced service being desire for the future.

### *Land Use and Transit Investment Steering Committees*

Five Steering Committees were created to assist in guiding scenario planning efforts relative to each preliminary station area, which are the same station areas as those endorsed by the Pinellas AA Project

Advisory Committee in January 2012. The five jurisdictions from the Pinellas AA include Clearwater, Largo, Pinellas Park, St. Petersburg, and Pinellas County; each jurisdiction was asked to appoint staff to serve on the committees as Jurisdictional Coordinators as well as identify one Lead Coordinator for each committee.

There were two major kinds of events during the scenario planning outreach phase. One was a Landowner and Business Stakeholder Event, either in a single large group meeting or one-on-one meetings. The second major event was a Design Charrette per identified station. The goals of these outreach strategies were to visualize how the stations would integrate with the surrounding land uses and subsequent community, and to identify partnerships. The Steering Committees and Jurisdictional Coordinators, along with the names of the preliminary stations within each committee, are described in **Table 5.5.1** below. An “X” notates a Design Charrette was conducted for that station.

**Table 5.5.1 — Land Use Steering Committees**

Steering Committee	Station Number	Preliminary Station Name	Station Charrette	Jurisdictional Coordinators ( <b>Bold</b> indicates Lead Coordinator)
<b>E</b>	1	St. Petersburg-Downtown East	X	<b>Tom Whalen (St. Petersburg)</b>
	2	Dr. Martin Luther King Jr. Street	-	
	3	Tropicana Field	X	
	4	Woodlawn-Crescent Lake	-	
<b>D</b>	5	Lealman	-	<b>Bob Bray (Pinellas Park)</b> Gordon Beardslee/Cindy Margiotta (Pinellas County) Tom Whalen (St. Petersburg)
	6	Park Place	X	
<b>C</b>	7	Gateway Centre	-	<b>Gordon Beardslee/Cindy Margiotta (Pinellas County)</b> Tom Whalen (St. Pete) Bob Bray (Pinellas Park) Teresa Brydon (Largo) Paul Bertels/Lauren Matzke (Clearwater)
	8	Toytown	-	
	9	Greater Gateway	X	
	10	St. Petersburg-Clearwater International Airport	X	
<b>B</b>	11	Bay Vista	X	<b>Teresa Brydon (Largo)</b> Gordon Beardslee/Cindy Margiotta (Pinellas County)
	12	Largo Town Center	X	
	13	Keene-Starkey	-	
	14	Downtown Largo	-	
<b>A</b>	15	Clearwater South	X	<b>Paul Bertels/Lauren Matzke (Clearwater)</b>
	16	Downtown Clearwater	-	

### Steering Committee Meetings

The Steering Committee meetings included discussions that may affect planning for land use, economic development, density/intensity, and other considerations both inside and outside the general station areas. Appointed staff from the five jurisdictions regularly contributed in this decision-making process, which directly influenced the LRTP's scenario planning process.

At these meetings, an overview of the LRTP efforts was provided, and key differences from the 2035 Long Range Transportation Plan were discussed, along with key planning assumptions (declining revenues, few roadway capacity projects, changes in growth and development from light rail, bicycle and pedestrian facilities, and MAP-21 emphasis on freight) and the scenario planning process. Major focus was given to the development of the Scenarios, particularly the Transit Investment and Land Use Scenario, as well as the two major efforts during the outreach for the scenario planning phases: landowner and business stakeholder events and the Community Design Charrettes.

**Table 5.5.2 — Steering Committee Meetings**

Focus Area	Steering Committee	Meeting (Round)	Date	Agency Attendees	Agencies Represented
Clearwater	A	1	10/30/2012	10	4
Pinellas Park	D	1	10/30/2012	17	8
Largo	B	1	11/02/2012	15	6
St. Petersburg-Clearwater International Airport	C	1	11/06/2012	21	9
Downtown St. Petersburg	E	1	11/06/2012	9	4
All Focus Areas	A - E	2	01/18/2013	18	10
Clearwater	A	3	02/08/2013	8	4
Largo	B	3	02/11/2013	11	5
Pinellas Park	D	3	02/14/2013	9	5
St. Petersburg-Clearwater International Airport	C	3	02/15/2013	15	8
Downtown St. Petersburg	E	3	02/15/2013	6	3
All Focus Areas	A - E	4	08/02/2013	14	10
<b>Totals</b>	<b>n/a</b>	<b>12</b>	<b>n/a</b>	<b>153</b>	<b>n/a</b>

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The Steering Committees, along with the MPO, PSTA and staff, were responsible for many outreach related tasks and activities. These included developing a landowner and business outreach strategy, identifying individual landowner and business stakeholders, scheduling and holding outreach meetings (large group and one-on-one meetings), identifying Charrette participants from each of the jurisdictions, inviting Charrette participants, preparing and distributing pre-meeting materials, conducting seven Design Charrettes, assisting with pre and post Charrette communications and logistics, reviewing and providing comments on station data, discussing refinements to station locations, and defining the best approach to reaching out to stakeholders.

### Landowner and Business Stakeholders Outreach Activities

Understanding the impact premium transit may have on the community is necessary to enhance Pinellas County's vitality and livability. It is critically important to the creation of new development and redevelopment opportunities as well as the overall economic health of businesses within Pinellas County. The purpose of the Landowner and Business Stakeholder meetings was to listen to ideas, thoughts and comments regarding premium transit improvements and economic development, which is the basis for the Transit Investment and Land Use Scenario.

Potential benefits and opportunities that these improvements could bring to these organizations and their employees were also discussed, along with hearing their thoughts on the future of Pinellas County's transit and transportation systems. There was also time devoted to discussing transportation projects already under consideration that might help support their long-term growth and development strategies.

### One-on-One Meetings

One-on-one meetings with landowner and business stakeholders were conducted January 15, 2013 through July 17, 2013. These meetings targeted specific employers and important stakeholders, identified with help from the Steering Committees and county staff, on an individual basis. A total of 14 one-on-one meetings took place and a total of 44 landowner and business stakeholder attendees were present for the meetings. Together the attendees represented 58 Pinellas County businesses and stakeholders; summaries from the one-on-one meetings can be found in **Appendix F. Table 5.5.3** highlights the meetings held.

**Table 5.5.3— One On One Meeting Schedule**

Stakeholder One-on-Ones	Steering Committee	Date	Stakeholder Attendees	Businesses Represented
Morton Plant	A	1/15/2013	3	1
Boulder Venture	D	2/11/2013	1	1
Church of Scientology	A	2/22/2013	2	1
Tech Data	B	2/25/2013	1	1
TSE Industries	D	3/20/2013	5	1
Kimco Realty	B	3/28/2013	1	1
Suncoast Hospice	B	4/01/2013	3	1
Home Shopping Network	C	4/29/2013	2	1
Tampa Bay Rays	E	4/29/2013	4	1
USF St. Petersburg	E	5/17/2013	3	1
Raymond James	C	6/04/2013	5	1
Jabil	C	6/19/2013	5	1
All Children's Hospital	E	7/03/2013	3	1
St. Anthony's Hospital	E	7/17/2013	6	1
<b>Totals</b>	<b>n/a</b>	<b>n/a</b>	<b>44</b>	<b>14</b>

### Large Group Meetings

Seven large group meetings, attended by representatives from local area businesses and major stakeholders, were conducted between February 5, 2013 and August 26, 2013. These meetings, much

like the one-one-one meetings, targeted specific employers and important stakeholders, identified with help from the Steering Committees and county staff. A total of 113 attendees were present at the meetings, representing 97 businesses and stakeholders; detailed summaries from the large group meetings can be found in **Appendix G** and are also summarized below under Large Group comments. **Table 5.5.4** highlights the meetings held.

## Results

A significant volume of valuable public input was collected through this effort from local participants whom have a strong connection and understanding of each individual community and neighborhood. This effort had a strong influence on the development of the LRTP scenario analysis as well as the adoption of the Greenlight Pinellas Plan Land Use Element by the PSTA Board. The following is a summary of the comments and suggestions collected.

### One-on-One Comments

- Nearly all businesses or landowners were interested in an improved bus service.
- Ninety percent of all businesses or landowners viewed light rail or passenger rail service favorably.
- The majority of businesses or landowners were interested in economic growth resulting from improved transit system.
- The majority of concerns were not related to the improvement of public transit in Pinellas County, but where the improvements should be implemented.

**Table 5.5.4 — Large Group Meeting Schedule**

Focus Area	Steering Committee	Date	Location of Meeting	Stakeholder Attendees	Businesses/ Interests Represented
Clearwater	A	2/5/2013	Clearwater Main Library	20	15
St. Petersburg-Clearwater International Airport	C	2/19/2013	PSTA	8	7
Largo	B	2/20/2013	Pinellas Technical Education Center	11	11
Greater Gateway	C	3/5/2013	PSTA	7	6
Pinellas Park	D	3/7/2013	Pinellas Park Performing Arts Center	25	22
Downtown St. Petersburg	E	3/15/2013	Dali Museum	24	21
Downtown St. Petersburg	E	8/26/2013	Sunshine Senior Center	19	15
<b>Totals</b>				<b>114</b>	<b>97</b>

### Large Group Discussion Points

- What is the most critical transportation problem facing Pinellas County?
- Do you support the recommendation of light rail from the Pinellas AA?
- What type of stations would work in Pinellas and what would make a station successful? What types of development and how much?
- What other service improvements for the County would you like to see and would make this recommendation successful?
- Where are people traveling in Downtown St. Petersburg and what is absolutely essential to connect to?
- What partnerships would make this project and/or a station successful?

### Large Group Comments

#### *General Discussion:*

- Discussion regarding the cost per mile of the locally preferred alternative (LPA) and how it compares to the cost of US 19 improvements. US 19 is designed to be an automobile corridor that travels from north to south; FDOT will end up spending more on US 19's reconstruction than what is currently estimated for the Pinellas AA.
- Discussion of the right of way and land needed to build the light rail system.

- Discussion of the reasons behind focusing on the eastern side of the county versus the western side which is due to serving the largest number jobs and residents. You must look at your strongest trips, your most productive routes, as well as the three highest employment centers and connecting all three of them in order for the light rail investment to be successful.
- Discussed the (5-mile) standard that is used for park-n-rides and how most walk and bike trips are made within  $\frac{1}{4}$  or  $\frac{1}{2}$  mile from a station.

#### *Specific Questions/Discussion:*

- How soon can we have light rail?
- Is Pinellas County working with Hillsborough County on this? Is this a regional effort?
- Did the data collected for the Pinellas AA account for seasonal adjustments in population, both for ridership and financial viability? How is it representative?
- What will the cost per rider be on light rail transit? What is the cost to the consumer?
- How long would it take to get from St. Pete to Clearwater on rail?
- Why was East Bay/West Bay chosen over Ulmerton? The decision was based on use patterns, ridership forecasts, and the connection to Downtown Largo and other amenities.
- How will stations be configured to accommodate parking?
- How will the crossing of long CSX trains affect the system?
- What about the connection across the bridge? How will this connect into Tampa?
- How much would a 1% sales tax generate each year? The assumption is \$128M every year from sales tax with nothing coming in from ad valorem taxes.
- How much of the 1% sales tax would go to rail and how much to bus? 45% bus, 55% rail; this would build the entire rail system, double the bus system, and have some left over for reserves and other expenses.
- What is the concept to get folks to the stations? And how do they get to their destination once they get to their station? The project assumes expansion of PSTA's bus service, flex routes, circulators, and types of service that get people back to their neighborhoods.
- Will Wi-Fi be on all of the buses?

#### *What is the most critical transportation problem facing Pinellas County?*

- More options for getting around especially late at night and in the early morning
- Better options than just driving
- Frequency of service
- Increasing congestion makes attracting employees difficult
- North-South access, other than US19 and McMullen-Booth Road
- Movement East-West and North-South is slow
- Regional connections
- Safety, related to early and late operating hours
- North County and how it's figured into the plan
- Lack of consistent traffic flow; need better signal timing
- Parking costs are high for employers, especially to build a parking structure
- Most of Pinellas County's emissions are from cars, not heavy industry
- A possible decrease in federal funding and the impacts it will have on this project

*Do you support the recommendation of light rail from the Pinellas AA?*

- A clear majority agree and support the recommendation of light rail
- We must change people's mindsets and misconceptions about transit. Is there an educational component with this? How do you get people out of their cars? Quality of life and convenience.
- We aren't going to take everyone out of their cars, but we want to offer more options to attract those "choice" riders.
- Noise and sound issues: rules for transit are different, but if on freight ROW, must use freight rules
- Focus on tourism and commuting
- Connection to Hillsborough County is critical; it needs to be regional, have a press conference in the middle of Tampa Bay on the Howard Frankland Bridge
- Incremental approach – make sure buses are saturated first before rail comes into the picture
- Would be very happy to have this for the Medical District so it can attract more people to the industry here in Pinellas.
- We lack connectivity, especially when we have a national event held here.
- Doesn't think the roadway system is completely built out.
- Doesn't think the congestion is that bad on the road ways.
- Concerns about safety.

*What type of stations would work in Pinellas and what would make a station successful? What types of development and how much?*Downtown Clearwater Station:

- Central to downtown and the beach
- Using CSX's right of way means less new impacts to communities
- Walking distance of major employers
- Bus service directly serves station via new hub
- Should include a circulator service from the station and around Clearwater and to the beach
- CSX trains and their impacts on operation
- The station needs to be multimodal, including bus rapid transit (BRT), light rail transit (LRT), and regular bus service
- A car rental facility should be nearby

Clearwater South/Morton Plant Station:

- Opportunities for surrounding neighborhood to build up around LRT
- Morton Plant Hospital is a big client to service
- Area isn't currently entirely pedestrian-friendly
- Traffic on Fort Harrison is typically heavy
- What happens if CSX is not available? There's the possibility of using the Design Alternative, Missouri Avenue, but would lose Morton Plant traffic

Airport Station:

- Station could have relationship with airport's parking capacity

- Roosevelt Boulevard may become fully elevated (flyover), so ground-level station area would be less auto-centric
- How many residents would want to live near the airport and light industrial in that area?
- The image of the 'bus station' must be changed, made more appealing
- This station will be 'gateway to Pinellas County' – should be as nice as possible
- Young professionals, as well as retiring professionals, will be interested in living in these multi-purpose areas near transit
- This station may have a little bit of everything instead of a primary neighboring use

#### Bay Vista Station:

- Roosevelt would have to be widened to fit all various improvements (rail, bike, pedestrian)
- 70% of employees in Bay Vista live in Pinellas, 50% said they would take the train
- Two different markets: Bay Vista employees and Highpoint residents
- Will there be a pedestrian overpass over Roosevelt Boulevard?
- The underserved population in Highpoint may need education on how they can benefit from the improvements
- Circulator around immediate neighborhood may be key for ridership
- Need future outreach to Bay Vista property owners for potential station placement

#### Largo Town Center Station:

- Complete mix of uses – retail, commercial, residential, service employment
- Potential placement for Park and Ride to Tampa
- Large residential development on the way
- Tri-City connection, caddy corner across US 19 will be key and could be a circulator

#### Keene-Starkey Station:

- Neighborhood station only – very residential
- No sidewalks currently

#### Downtown Largo Station:

- Mixed use, 6-7 story building heights
- Hotels, regional attractors in that area – Largo Library, park, perennial events
- Largo High School will be reconstructed and redeveloped
- Pedestrian overpass may again be necessary at the intersection of West Bay and Missouri Avenue
- Ensure that station matches City of Largo Strategic Plan

#### Greater Gateway Station:

- The stations will continue to gain more and more detail and with partnerships identified, the cost will continue to go down and down.
- Is there a more centrally located station location for Carillon? The Greater Gateway station could be further north central into the Carillon area.
- We're not only trying to capture what is there today but what will be there tomorrow.

- Safety elements will be planned into the station development; it's a different type of rider, the demographics change when considering rail.
- Where does the route connect to? To I-275? Must consider the engineering for this and those items have not been decided yet.
- Where will the station be at Tampa International Airport?
- A third of the sales tax in this County comes from tourists/visitors.
- The transportation system can expand to accommodate growth on the roadways or capacity (i.e., you add a lane on a highway or you add a car to a train).
- We want to move more people.
- We need to explain to people how it will affect their pocket book.
- The people who are not in favor of a new light rail system and enhanced bus system don't understand how it will affect them.
- The other challenge is those that say they like this, but they don't do anything – those that are apathetic or the “silent majority”, aka the “busy middle”
- We have to keep up with regions that are similar to us with good climates and are attracting new residents, such as Charlotte and Albuquerque.

#### Gateway Centre Station:

- This is an optimal location because of all the vacant land.
- Stations should be located where they will have the most success.
- Most people will walk ¼ of a mile to a station, but not much further.
- Discussion on light rail and its impacts on existing businesses and the economy: construction headaches will be avoided as much as possible. Once the mom and pop businesses get foot traffic, they will see a rise in business.

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#### Park Place Station:

- Must take into account the engineering considerations for the placement of this station.
- If you put this on the West side of US 19, will you put a fly over on this because it will be difficult for pedestrians to cross?
- There's a lot of parking already at the preliminary station location.
- Thinks it's a good central location; could double the amount of business that's going on right now.
- This area is difficult because there aren't a lot of 45 degree angles and there's no E-W interstate corridor.

#### Downtown St. Petersburg Stations:

- How many stations? 16 along the entire route in Pinellas.
- Did you consider parking in your cost estimates? Yes. And depending on the station, you may not have a lot of parking at a transit and walking station such as Downtown St. Petersburg.
- Where are the stations located in Downtown St. Petersburg? 1<sup>st</sup> Avenue North and 1<sup>st</sup> Avenue South pair.
- Will the bike paths that are located on these two avenues be impacted? No. During the AA, it was suggested to eliminate some parking in these areas in Downtown St. Pete, but not the bike paths.

*What other service improvements for the County would you like to see and would make this recommendation successful?*

- Connector service to Hillsborough
- HOV lanes on US 19/I-275

*Where are people traveling in Downtown St. Petersburg and what is absolutely essential to connect to?*

- Beach Drive
- 10-10 (condo project) which includes a mix of residents and businesses at the edge of Downtown St. Petersburg
- Suggested changes to route in Downtown St. Petersburg:
  - 2<sup>nd</sup> Avenue South may be perfect for transit and could keep the train closer to the center of downtown; suggest re-locating the Pinellas Trail to connect to 2<sup>nd</sup> Avenue South
  - Come into downtown on 5<sup>th</sup> Avenue North and go past St. Anthony's Hospital and south on 8<sup>th</sup> Street, then turn on 5<sup>th</sup> or 6<sup>th</sup> Avenue South and go east past major employers...this would minimize street crossings and would connect to four of the top 10 major employers in the county.
  - Look at a loop option; this could provide direct connection to Johns Hopkins, USF St. Petersburg and St. Anthony's Hospital and is a compromise of the two suggestions.
  - With a small loop, you won't gain as many riders.
- Interest in status of BRT along Central Avenue.

*Other (Downtown St. Petersburg):*

- The next steps are the environmental analysis, including impacts to people, and design.
- Is this a 24-hour system? From a medical standpoint, this is a 24-hour operation with two 12-hour shifts. This is something that Morton Plant Hospital (in Clearwater) agrees upon.
- Participants discussed whether or not the Downtown St. Petersburg area is a loop, if it is a single-track or double-track system, and what the technology should be. Route suggestions included taking some of the primary route off of the CSX tracks earlier and connecting to the hospital district.
- Discussion regarding headways; the proposed system would operate at 7 minute headways during peak times and 10 minute headways during off peak.
- If the referendum passes, will the one-cent sales tax have a sunset? There is no sunset.
- Conversation about how frequency generates service and ridership. This should be kept in mind when talking to employers and the public about the standing room only routes for PSTA as well as the times when people see an empty bus.
- Conversation regarding jobs and employees reached with the LPA alignment and the alignments proposed during the Design Charrette.
- Discussion regarding the difference in ROW and infrastructure costs when examining different alignments from the LPA alignment.
- Discussion of what Downtown St. Petersburg employers can do to help the conversation.

## 5.6 Station Area Design Charrettes

A Charrette is an intense, collaborative design process and are commonly used in community design and planning practices. Charrette workshops may include visioning sessions, consensus building activities,

project analysis and goal development, and conclude with a design or plan. The workshops are typically characterized by compressed time sessions, a holistic and context based approach, multidisciplinary teams, and collaboration between professionals and community members.

A Charrette outreach format engages citizens, stakeholders, and others collaborating on alternatives development. They are organized to encourage participation of all attendees through in-person interactive exercises, such as map exercises where participants are able to have their (or their organization's) voice heard in an intimate setting.

The goals of the Design Charrettes included:

- recognizing how transit oriented development (TOD) could benefit the communities in and around the potential station area;
- facilitating a conversation about the potential for TOD between Pinellas County residents, the development community, area landowners, business leaders, and project staff; and
- understanding the participants' perspectives on how the potential station areas might grow and develop over time.

In total, seven Design Charrettes were conducted throughout Pinellas County. The first Charrette was conducted on the morning of April 5, 2013 and the final Charrette was conducted on the morning of May 10, 2013. Roughly 151 community and business individuals participated in the Charrettes, working with fellow participants, a facilitator and a designer. For each Design Charrette conducted, there were five tables, each with four to five participants, and a total of 35 design concepts created. Over the period of the seven Charrettes, 245 design concepts were produced.

**Table 5.6.1— Design Charrette Schedule**

Community Design Charrette	Steering Committee	Date	Participants	Civic-related Representation	Business-related Representation
Bay Vista Station	B	4/5/2013	21	8	9
Park Place Station	D	4/5/2013	20	8	7
Largo Town Center Station	B	4/26/2013	18	4	12
Greater Gateway Station	C	4/26/2013	23	5	12
Clearwater South Station	A	5/3/2013	22	8	9
St. Petersburg-Clearwater International Airport Station	A	5/3/2013	23	2	21
Downtown St. Petersburg Stations	E	5/10/2013	24	4	20
<b>Totals</b>			<b>151</b>	<b>39</b>	<b>90</b>

### Invitations/Activities Description/Materials

20

Before attending the Design Charrettes, participants were asked to consider the following questions about the project and process:

- What do you like most about existing development within the potential station area? What do you like least?
- What do you hope the potential station area will look like in 20 years? How about in 50 years?
- How could development and redevelopment of the potential station area affect the quality of your life and/or employer or business?
- What cities have you visited that have had light rail transit? What did you like most about them? What did you like least?
- What, if anything, keeps you from walking and bicycling more?

An example of this pre-meeting package sent to participants is included in **Appendix H**.

### “Day-of” Design Charrette Activities

At the Design Charrettes, participants were asked to partake in a variety of facilitated discussions and work with artists, designers and facilitators in order to create:

- A Visual Preference Survey consisted of a series of 40 real-life images, each representing a specific urban typology or architectural style. Participants and observers were asked to examine each image and rate their opinion of the environment on a scale of one to five.
- An Overall Concept Sketch showing how people move in and around the ½ mile station area. This included looking at existing development centers as well as areas of potential future activity.

- A Plan Sketch using a map-type perspective to illustrate one potential vision of how a small area within the station area might redevelop over time.
- A Section Sketch, showing one potential vision of how one area might visually change over time. This was produced from an actual area photograph.

### Visual Preference Survey Results

The visual preference survey asked participants to examine each image and rate their opinion of the environment on a scale of one to five. One represented a very positive opinion of the urban environment while a score of five represented a very negative view of the image and the environment it represented. The results were recorded using a wireless voting tool. The four highest and four lowest scoring images were documented and revisited at the end of the Charrettes, with a chance for participants to comment on what they liked and did not like about each image.

### Concept, Plan and Perspective Sketches

Once the visual preference survey was completed, participants were asked work with their table facilitator and a designer to first develop an overall concept of the ½ mile area around the station. This overall concept focused primarily on asking participants where the majority of people are “coming from” and “going to” – along with other major landmarks.

The next concepts, the plan sketch and the section sketch, asked participants to continue to develop stations concepts with greater detail and focus on areas immediately adjacent to the station. Participants were asked to “brand” each concept and present their ideas back to the entire group. A sample of “day-of” concepts are presented in **Figure 5.6.1**.

Image	Chosen By	Remarks (Least Liked Images)
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Table 5.6.2 — Visual Preference Survey Results

Image	Chosen by	Remarks (Most Liked Images)
1 	St. Petersburg-Clearwater International Airport	Flowers Shade No parking Color Glass Bar No traffic Density
7 	Bay Vista, and Clearwater South	Clean and functional Safe and cool Integration of park space Wide walkway Hardscapes Softscapes Trees People Open Shade
8 	Park Place and Greater Gateway	Open Pedestrian-friendly Landscaping Greenspace People High-density office Special events
9 	Largo Town Center	Trees Buffer
18 	Bay Vista, Park Place, Largo Town Center and St. Petersburg-Clearwater International Airport	Unique architecture Inviting Landscaping Scale Materials Peaceful Airiness Water features Shade Modern design Residential Natural
20 	Clearwater South and Greater Gateway	Statues Mature trees Scale Building design Art Statues Multi-Family Textures
28 	All Charrettes	Landscape/Flowers Outdoor dining Pedestrian friendly Inviting Scale/Village Feel Live and work City and beach feel Streetscape Water fountain Looks Historic Texture Divided Street No Traffic European Architecture Traditional Mixed-use
31 	Park Place and Largo Town Center	Green Water fountain Park-like Urban Vegetation Walking Space Landscape
32 	Greater Gateway, Clearwater South, and St. Petersburg-Clearwater International Airport	Outdoor seating Nice walking Tree line Café culture Wide sidewalks Outdoor dining Inviting Friendly Architecture Shade Human-scale Landscaping
40 	Bay Vista	Livable Landscaping Streetscaping TND Front porch/street interface Safe


2		Largo Town Center and Greater Gateway		Stark Cold Desolate No people Too dense	Concrete canyon Too harsh Sterile No green Confining
5		Bay Vista, Park Place, and St. Petersburg-Clearwater International Airport	Hard surfaces Scale Not enough landscaping Tunnel effect	Commercial Cold Intimidating Stifling	Blah Too dense/scale Too dark Barrier
10		Clearwater South		Too close to street Cold and unfriendly Barren	
15		Clearwater South		Hard and industrial No frontage No design aesthetics Ugly Parking lot	
19		Bay Vista, Largo Town Center, Greater Gateway, and St. Petersburg-Clearwater International Airport	Ugly foreground Height differences No green/landscaping	Barren Concrete jungle Barbwire Unfinished	Fence Concrete Orientation Looks unsafe Trashy No trees No landscaping Doesn't mesh
26		Park Place, Greater Gateway, and St. Petersburg-Clearwater International Airport	Barbwire Appears unsafe Industrial Cacophonous architecture	Fence Uninviting Limited green Too close to road	Feels empty Unfinished Pass through space
27		Bay Vista, Park Place, and Largo Town Center	No landscaping Closed Barrier No overhead wires	Industrial Restrictive Old Back alley	Dangerous Ugly Too Dense Not inviting
29		Clearwater South		Bill boards Not pedestrian friendly Industrial	
39		All Charrettes	No trees Levitt Town Not well maintained Bland No crosswalks Homogenous Dull	Sterile Not commuter friendly Being on moon with buildings on it Like boxes on a field Not pretty	Plain Landscaping Little boxes Skinny sidewalks No green No fence Suburban sprawl Hodgepodge Rapid development Shoddy development Doesn't know what it wants to be

Figure 5.6.1 — Design Charrette “Day-of” Concepts



## Results

Using all of the comments collected from Pinellas County business stakeholders, landowner stakeholders, and community leaders, the Light Rail Station Development Concepts brochure was developed for distribution along with other Greenlight Pinellas materials. This brochure can be found in **Appendix I**.

### 5.7 Pinellas Transportation Plan eTownHall Methodology and Composition

This event combined three outreach techniques. The first included a live panel discussion televised on Pinellas County Connection Television (PCC-TV). Secondly, over 40,000 registered voters were invited to join the conversation and ask panelists questions through the phone. Participants could also join a live on-line blog conversation held in conjunction with panel discussion. A total of over 9,300 participants joined the conversation at this one event held September 24, 2013.

The event's moderator and four panelists include:

- Len Cieciesznski, Moderator and Pinellas County Communications Information Specialist
- Sarah Ward, Pinellas County Metropolitan Planning Organization (MPO) Interim Executive Director
- Brad Miller, Pinellas Suncoast Transit Authority (PSTA) Chief Executive Officer
- Julie Bujalski, Commissioner, City of Dunedin, MPO Board Member, PSTA Board Member
- Jeff Danner, St. Petersburg Councilman, MPO Member, PSTA Board Chair

The results from the event include:

Total Audience: 9,388 (Note: This total does not include the audience that joined via television.)

- Phone Participants: 9,194
  - Peak Call Participants: 2,077
  - Average Call Length: 4 minutes
  - Call Participation of 5 minutes or more: 1,000
  - Call Participation of 30 minutes or more: 251
- Blog Participants: 194
  - Average Reader Duration: 35 minutes
  - Pageviews & Video Replays: 256 and counting...
- Total Questions and Comments Received and/or Published Online: 190
  - Via Phone: 129
  - Via Online: 61
  - Questions that went LIVE: 28

All live questions, along with responses from the panelists, can be seen in **Appendix J**.

### 5.8 Comment Database Methodology

In an effort to track and organize public comments collected, and comment database tool was developed for MPO staff. This tool allows the user to organize comments by theme or event.

## 5.9 TellUsPinellas.com Online Community Discussion

TellUsPinellas.com, the MindMixer™ online community for the LRTP, is a place where Pinellas County residents can come together to share ideas and be heard, with the end result of building a better community and making an impact. TellUsPinellas allows users of the site to submit an idea, comment on a topic or idea, second ideas (i.e., “liking” ideas), submit photos, add information to site maps about safety and congestion, and interact with fellow residents and site participants.

Visitors to the site can browse the current and archived topics, read specific ideas and comments, as well as decide to join in on the conversation themselves. This innovative tool acts as a virtual conversation that is open 24 hours a day, seven days a week from any location with internet access. It has enabled Pinellas County staff to gather ideas, review and respond to feedback, and develop a Plan that is responsive to the needs and concerns of citizens. MPO staff changed the set of questions posted to the website eight times, in order to expand the list of topics and issues to which the participants could respond. A summary of these eight rounds of questions and corresponding response are provided in Table 5.9.1.

**Table 5.9.1 — Summary of TellUsPinellas.com**

Topic Rounds	Time-frame	Topics, Ideas & Comments
First Round	Opened November 5, 2012	6 topics, 72 ideas, 114 comments
Second Round	Opened May 1, 2013	4 topics, 27 ideas, 28 comments
Third Round	Opened August 6, 2013	5 topics, 145 ideas/votes, 34 comments
Fourth Round	Opened October 29, 2013	3 topics, 26 ideas, 29 comments
Fifth Round	Opened January 31, 2014	5 topics, 105 ideas/votes, 30 comments
Sixth Round	Opened May 2, 2014	4 topics, 61 ideas/votes, 48 comments
Seventh Round	Opened July 8, 2014	3 topics, 20 ideas/votes, 16 comments
<del>Final</del> Eighth Round	Opened September 11, 2014	4 topics, 37 ideas/votes, 163 comments
<b>Totals</b>	<b>n/a</b>	<b>See Section 3.9 Results</b>

### First Round Topics

Detailed statistics per topic are provided below followed by a brief sample of the ideas/comments.

#### Transportation Needs

*What do you consider to be the most critical need for Pinellas County's transportation system today?*

(Received 20 ideas, 69 idea comments, and 184 interactions)

- Mass transportation such as a light rail system, bus rapid transit, increasing bus service (hours and to airport), an intermodal transportation hub at site of (new) Rays' stadium, and regional connections.
- Roadway needs such as completing the US 19 conversion to a limited access freeway.

#### Congested Roads and Safety Concerns

*What are some congestion hot spots in Pinellas County? Also, where do you feel unsafe on the road, sidewalk, bicycle trail, or anywhere else in Pinellas County?*

(Map exercise; received 16 ideas, 14 idea comments, 44 interactions, and 362 views)

- Traffic signal improvements such as synchronizing traffic lights, improving traffic flow and increasing “No Right Turn on Red” intersections.
- Signage and wayfinding improvements such as addresses for the Pinellas Trail and school zone signage.

### Which City Should We Be Like?

*Have you visited a city or region that has a particularly good transportation system? Where was this city and what made their system so good?*

(Received 12 ideas, 3 idea comments, and 26 interactions)

- Western cities (Portland, OR; Seattle, WA; Denver, CO; Salt Lake City, UT; and San Francisco, CA)
- Other ideas: Vancouver; Atlanta, GA; Baltimore, MD; and Cincinnati, OH

### Transportation Improvements

*What type of transportation improvements would you like to see in Pinellas County?*

(Received 12 ideas, 18 idea comments, and 44 interactions)

- Special lanes (high occupancy vehicle or HOV lanes and specific lanes for buses)
- Buses with tablets to queue up stops
- Light rail system between Downtown Clearwater, Downtown St. Petersburg, Tampa International Airport, and Downtown Tampa

### Transportation Choices

*How do you travel to get to work or run errands (car, bus, bike, walk)? Why is that the best option for you?*

(Received 6 ideas, 7 idea comments, and 19 interactions)

- I drive my car from home to work because it takes too much time with too many transfers to ride the bus from St. Petersburg to Clearwater.
- The entire Tampa Bay area would benefit from a ferry service running between Downtown St. Petersburg and Downtown Tampa...this would allow easy commuting to work, cultural and sporting events, museums, tourism...just think of the convenience to not have to drive.

### Most Popular Destinations in Pinellas County

*What are your favorite destinations in Pinellas County?*

(Received 6 photos, 3 comments, and 9 interactions)

- Downtown Dunedin
- Shore Drive in Oldsmar
- Downtown Safety Harbor

## **Second Round Topics**

Detailed statistics per topic are provided below followed by a brief sample of the ideas/comments.

### Transportation Goals

*Which of these goals is the most important goal for our transportation system? Why is it the most important?*

(Received 12 ideas, 8 comments, and 44 interactions)

- Connected system with many travel options
- Frequent service across Tampa Bay
- More choices to enhance our quality of life, including buses, trains, ferries, bike paths and HOV lanes

### Bus System

*What would you improve about the bus system?*

(Budget exercise; received 11 comments, 18 interactions, and 232 views)

- Improving frequency (a bus every 15 to 20 minutes) and transfer options
- Expanded hours of service, specifically early morning, late evening and weekends
- Regional connections

### New Sidewalks

*The MPO is working toward continuous sidewalks throughout Pinellas County. Where are new sidewalks needed most?*

(Map exercise; received 5 ideas, 2 idea comments, 10 interactions, and 186 views)

- Along Ridge Road near St. Pete College Seminole campus in Largo
- 104<sup>th</sup> Avenue and Oakhurst in Seminole
- Along Waterside Drive in Clearwater
- Safer pathways for school children along with better lighting

### Light Rail Station Development

*How should light rail stations be developed?*

(Received 10 ideas, 17 idea comments, and 56 interactions)

- Station should become an activity center and connection point
- Build the station close to bus routes
- Offer connectivity to the Pinellas Trail

## **Third Round Topics**

Detailed statistics per topic are provided below followed by a brief sample of the ideas/comments.

### Roadway Needs

*What are our roadway needs?*

(Received 6 ideas, 1 idea comment, 27 interactions, and 280 views)

- A safer County 1/Keene/Starkey Road corridor
- Expand 102<sup>nd</sup> to four lanes to 113<sup>th</sup>

### Transit Oriented Development

*Do you think Transit Oriented Development makes sense for certain places in Pinellas County?*

(Received 15 ideas, 5 idea comments, and 52 interactions)

- Trying to push development of areas of the county before a rail-based or other system solution is built doesn't yet make sense. Since this would be private investment at major hub locations, the "build it and they will come" model will find the right solution.
- TOD or bust!

### Regional Transportation

*Do you think the transportation options to travel from Pinellas County to neighboring counties are adequate? What could be done to improve them?*

(Received 3 ideas, 2 idea comments, and 27 interactions)

- Need to have a regionalized Public transit system.
- Widen north/south roadways in the western part of the county to help increase travel times.

### Complete Streets

*Which features of a "complete street" do you find most appealing?*

(Voting exercise; received 48 votes, 7 comments, and 23 interactions)

- Sidewalks, bike lanes, and shops and restaurants closer to the street
- Not just sidewalks, but wide sidewalks. Where we can provide shading, add bike racks and benches, allow those restaurants and shops to include outside eating.

### Transportation Mode Choice (Bike)

*What would make you more likely to ride a bike instead of driving to work or other activities?*

(Voting exercise; received 73 votes, 19 comments, and 38 interactions)

- More trails
- More bike lanes

## **Fourth Round Topics**

Detailed statistics per topic are provided below followed by a brief sample of the ideas/comments.

### Getting Around By Bike

*When riding a bike, how do you most often get around?*

(Received 9 ideas, 6 idea comments, and 14 interactions)

- When riding in my neighborhood (speed limit < 25 mph) I ride on the street. When riding downtown I use sidewalks or bike lanes (when provided). I don't ride my bike in other areas because I don't feel safe (usually when speed limit is > 25 mph) even when bike lanes are provided because there is nothing between me in the bike lane and the car lane.
- Bike lanes on our roads would flourish if it were not for careless, inconsiderate drivers. Florida needs to incorporate better share the road education and questions on written driver license exams and road tests. Currently, many roads are unsafe for bicyclists.

### Support the Economy

*What transportation improvements will best support the economy?*

(Received 5 ideas, 3 idea comments, and 10 interactions)

- Provide an easy public transportation system for tourists.

- The Tampa Bay area economy needs to connect to the economies in other regions through a mix of infrastructure types (roads, rail, air and port).

### Future Generations Will Thank Us

*What transportation investments should we make today that our children and grandchildren will thank us for tomorrow?*

(Received 12 ideas, 20 idea comments, and 54 interactions)

- Invest in a combination of transportation types including streets, light rail and BRT.
- High density residential/commercial areas with development concentrated around light rail stations.

### **Fifth Round Topics**

Detailed statistics per topic are provided below followed by a brief sample of the ideas/comments.

### Going for a Run / Walk / Bike Ride

*What's your favorite street (or area) to go for a run, walk or bike ride in Pinellas County?*

(Received 15 ideas, 4 idea comments, and 33 interactions)

- Downtown Dunedin – to Edgewater and Pinellas Trail
- Path on South Bayshore Drive in Safety Harbor and Clearwater

### A Walkable Community

*How can we encourage walkable neighborhoods?*

(Received 10 ideas, 2 idea comments, and 21 interactions)

- Neighborhood walking tours
- Make them safer with lighting improvements and make them friendlier with interesting business presences and with periodic festivals and arts shows.

### Providing For Our Seniors

*How can we provide better transportation options for the seniors in our community?*

(Voting exercise; received 28 votes, 5 comments, and 20 interactions)

- Improve access at bus stops, such as more sidewalks connecting to the bus stop
- Analyze allocating more funding to smaller buses with flexible routes that reach them where they currently live. Safety and security along bus routes needs to be more fully addressed as well.

### Prioritizing Transportation Needs

*How would you prioritize transportation improvements? Pick your top two choices.*

(Voting exercise; received 45 votes, 19 comments, and 32 interactions)

- Add passenger rail (e.g. train, monorail) service
- Better bus service (e.g. more frequent, expanded routes, earlier/later service, weekend service)

### Road Names

*Do you find it confusing when the roads in Pinellas County change names? (eg: Keene Rd becomes Starkey Rd then Park St?)*

(Received 7 ideas and 8 interactions)

- Give streets like this a route # that is easy to remember (ex: County Road 1...).
- This is one of the most confusing things about navigating in Pinellas County.

### Sixth Round Topics

Detailed statistics per topic are provided below followed by a brief sample of the ideas/comments.

#### Ride-Sharing

*What do you think about ride-sharing or vanpool services as an option to get around Pinellas County?*

(Received 7 ideas, 30 idea comments, and 45 interactions)

- Implement and support all ride sharing services and apps
- Develop a "Commuter computer" rideshare plan

#### Traffic Congestion

*How often does traffic congestion delay your work commute? Your travel to other destinations?*

(Received 6 ideas, 6 idea comments, and 21 interactions)

- Promote ride sharing applications for work commuting trips like Uber, Lyft, and Erideshare so that fewer vehicles will be involved at commuting times.
- Don't build any more toll roads or toll lanes.

#### A Safer Transportation System

*What can we do to make our streets safer?*

(Voting exercise; received 36 votes, 8 comments, and 22 interactions)

- Add more bid-block crossings with flashing lights for pedestrians
- Expand off-road trails, sidewalks, and bike lanes
- Reduce distracted driving (e.g. texting while driving)

#### A Diverse Transportation System

*What types of transportation options would you like to see more of in Pinellas County?*

(Voting exercise; received 12 votes, 4 comments, and 16 interactions)

- Please complete the existing road projects before beginning new ones.
- Promote alternative private transportation options such as Lyft and other smart phone app services as well as consider shuttle bus services!

### Seventh Round Topics

Detailed statistics per topic are provided below followed by a brief sample of the ideas/comments.

#### Improving Mobility

*The map shows roads identified for mobility improvements. What improvements would you like to see on these roads?*

(Voting/map exercise; received 13 votes, 9 comments, 16 interactions, and 199 views)

- I'd like to see all bus stops in Pinellas have cutouts so that the bus can pull out of the traffic lane to load and discharge passengers.

- Shared bus and bike lanes would be a good addition.

### Worst Roads

*Where are the worst roads in Pinellas County? Please share photos of the worst Pinellas County roads.*

(Received 4 ideas, 5 idea comments, and 13 interactions)

- Step up enforcement against aggressive drivers
- Better synchronize traffic signals

### Road Widening

*Widening roads can increase transportation capacity. What do you think about these capacity projects?*

(Received 3 ideas, 2 idea comments, 10 interactions, and 127 views)

- Safety improvements at freeway ramp intersections
- Widen 62<sup>nd</sup> Avenue North between 34<sup>th</sup> Street and Belcher Road

## **Eighth Round Topics**

Detailed statistics per topic are provided below followed by a brief sample of the ideas/comments.

### Proposed Pinellas Transportation Plan - Roadways

*Do these projects represent the County's roadway needs? If not, what improvements would you like to see?*

(Received 12 ideas, 11 idea comments, 33 interactions, and 210 views)

- Concentrate on the present
- Widen 62<sup>nd</sup> Ave N between 34<sup>th</sup> St and Belcher Rd N

### Proposed Pinellas Transportation Plan – Transit Improvements

*Do these projects represent the County's transit needs? If not, what transit improvements would you like to see?*

(Received 5 ideas, 33 idea comments, 43 interactions, and 240 views)

- Dual use trackage, passenger rail by day, freight at night
- Develop a useful system
- Express bus via US 19

### Proposed Pinellas Transportation Plan – Trails Projects

*Attached are the proposed trails projects scheduled to be funded between 2020 and 2040. Tell us what you think!*

(Received 7 ideas, 25 idea comments, and 46 interactions)

- Fully fund planned trails
- Continue to press for Progress Energy Trail
- Use Google Maps to provide updated bike maps for Pinellas

### **UPDATED – Proposed Transit Network**

**Note:** This idea was opened up after the original three “Proposed Pinellas Transportation Plan” ideas due to the result of the November 4, 2014 transit referendum.

*What do you think about the revised transit network proposed for the 2040 LRTP in light of the results of the referendum? (In the wake of the failed Greenlight Pinellas referendum, the Pinellas Transportation Plan (LRTP) draft is now including a "no new revenue" option for the transit network through 2040. This option reflects the existing PSTA bus routes and service. Any adjustments to this network would need to be revenue neutral.)*

(Received 13 ideas, 94 idea comments, 142 interactions, and 208 views)

- “No new revenue” for transit cannot be an option
- Better lateral service in north county
- Change your thinking about bus size
- Ferry boats between St. Petersburg and Tampa

### **TellUsPinellas.com Results**

As of December 2014, there were a total of 985 submissions to TellUsPinellas (245 ideas, 485 idea comments, and 255 votes) with 3,634 unique visitors to the site and 24,412 page views.

The average age of visitors was 50 years old with about 59% and 41% of visitors being male and female, respectively. The most active postal codes were 33701 (St. Petersburg area), 34698 (Dunedin area), and 33711 (South St. Petersburg area).

## 5.10 Draft 2040 LRTP Public Workshops

The Pinellas County MPO sought public input on the draft 2040 LRTP in November and December 2014. The draft Plan was available at the MPO's website, [www.pinellascounty.org/mpo](http://www.pinellascounty.org/mpo) and on [www.TellUsPinellas.com](http://www.TellUsPinellas.com).

Interested citizens had an opportunity to provide comments to MPO staff at three public workshops, via email ([mpo@pinellascounty.org](mailto:mpo@pinellascounty.org)), and on [www.TellUsPinellas.com](http://www.TellUsPinellas.com).

Workshops were held on the following dates and locations:

- November 18, 3:30 p.m. – 5:30 p.m., Harbor Hall, 1159 Georgia Avenue, Palm Harbor
- November 19, 10:30 a.m. – 12:30 p.m., Sunshine Center, 330 5th Street N, St. Petersburg
- December 4, 4:30 p.m. – 6:30 p.m., Pinellas County MPO offices, 1st Floor Conference Room, 310 Court Street, Clearwater

Below are comments MPO staff received during the three public workshops. The comments were organized into general categories pertaining to the proposed LRTP:

- *Comments related to transit improvements*
  - Include HART and PCPT routes in transit map
  - Firm emphasis on ensuring that the transit map does not include Greenlight and that Greenlight is not part of the LRTP cost feasible plan
  - Questions on MPO funding and relationship with PSTA
  - PSTA should look at smaller buses or minivans
  - Need to identify a viable transit system that is reliable, timely and available, flexible
  - Move bus stop locations that hold up traffic at intersections
  - Discussion on why people opposed Greenlight
  - Moving forward with a collective transit vision with public input and participation
- Comments related to bicycle and pedestrian improvements
  - Bike lanes and the demand for them
  - Bike map adjustment – 46<sup>th</sup> Avenue east of 49<sup>th</sup>
  - Bicycle lanes that are separated from the traffic lanes
  - Pedestrian fatalities and reason/type (e.g. intoxication, midblock)
- Comments related to LRTP development and funding
  - Population forecasts – the process
  - Funding sources and declining revenues from the gas tax
  - Review of the amendment and update processes for the LRTP
- Comments related to technology
  - Questions on how new technologies are incorporated into the plan (such as autonomous vehicles)
  - Concerns regarding advanced road name signs and upcoming intersections on minor roads
  - Questions on adaptive control of lights at night
  - ITS and signal timing
- General or other comments related to the proposed LRTP
  - Tampa Rd / US 19 intersection backups, turning movement is difficult
  - Ensure plans are in plain English and available for the public to review

- Better promote the Plan and meetings
- Need for signal (such as RRFB) on 102<sup>nd</sup> Ave at 125<sup>th</sup> St.
- Working with SPC and USFSP on plans and programs / outreach
- Bryan Dairy @ Starkey intersection construction timeliness
- Gateway project details and schedule

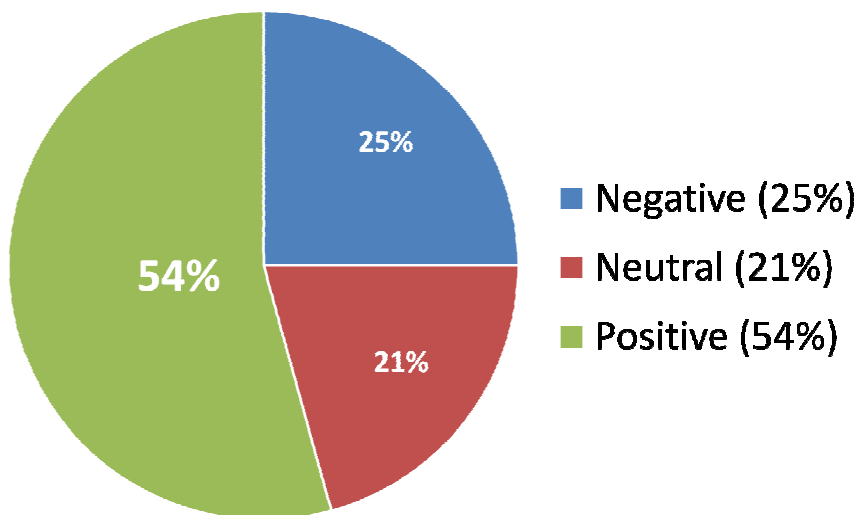
## 6.0 Impressions and Trends

Sentiment analysis, or analyzing comments while identifying the positive, negative and neutral ones, provides insight into what's really important to Pinellas County residents. It also helps to better gauge attitudes towards the long-term transportation improvements being considered.

The comments that supported a certain type of transportation improvement(s) were identified as "positive". Comments that were against a certain type of improvement were identified as "negative", and comments not having a positive or negative connotation were identified as "neutral."

### *Impressions from Roads and Highways Comments*

*(i.e., congestion, roads, and signal timing)*



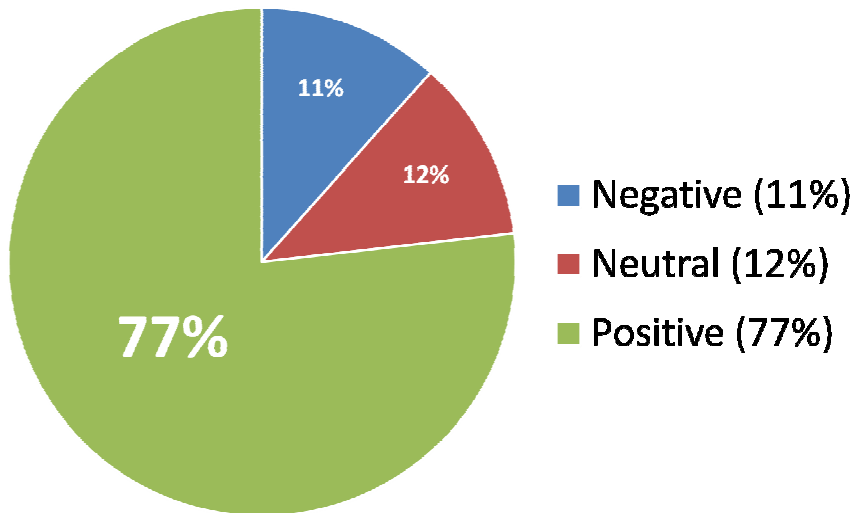
### Examples of comments received:

- Positive: Traveling east/west is pretty simple in Pinellas County. However, traveling north/south is limited on the west side of the county. There are no 'quick' ways to go north or south from the western part of the county, and widening the roadways would be one solution.
- Negative: Construction should also be thought out better because I've seen many situations where traffic was held up due to poor planning in routing traffic around construction.
- Neutral: I feel that we need a better system using overpasses and more express buses to other counties. That would benefit employment.

Impressions from comments related to roads and highways were 54 percent positive. This signifies a great deal of interest for a desired change or enhancement for these types of improvements in Pinellas.

### ***Impressions from Signals/Signal Timing and Technology Comments***

*(i.e., signal timing and technology)*



#### **Examples of comments received:**

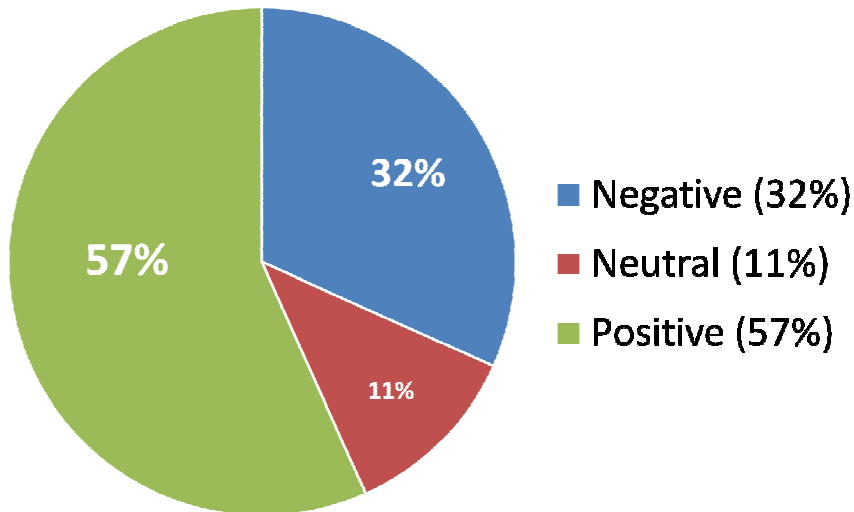
- Positive: Oil is a finite resource. Think in terms of the year 2113. Specify all electric vehicles for city and county use, and recharging stations that are solar powered. Any rail system vehicles should be electric and solar powered via roof top mounted solar cells.
- Negative: Do you really want to be riding a bike with a train overhead? Sounds crazy. I sure wouldn't want it to break down over my head!
- Neutral: The light at Turner and Myrtle takes forever to change. I can drive a block out of my way and go through the light off Myrtle and make it to the light at Ft. Harrison & Turner before that one changes.

Out of the major categories of comments, comments related to signals/signal timing and technology improvements were the most positive.

Impressions from comments related to signals/signal timing and technology were 77 percent positive. This signifies support from a large amount of commenters (almost four out of every five comments) for a desired change or enhancement for these types of improvements in Pinellas.

### *Impressions from Transit Comments*

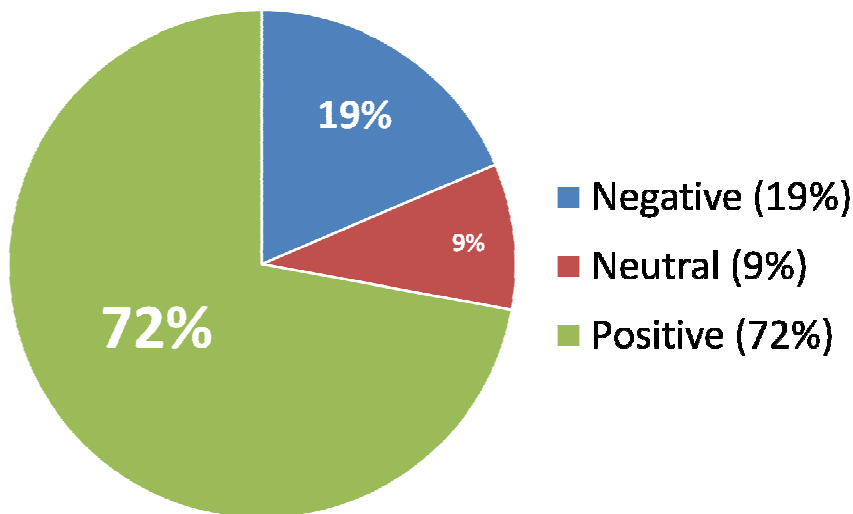
*(i.e., bus, transit, rail, and transit-oriented development)*



#### **Examples of comments received:**

- Positive: To have limited options for transportation is like living in a dictatorship. It would be nice if more options were available for buses, trains, ferry boats, bike paths. HOV lanes that would be open to vanpools, carpools, buses, and even motorcycles (allow them to ride two abreast in a lane) without having to pay toll for the use of such lanes. We have enough roads already and most of them need safety improvements and modifications.
- Negative: We need a workable solution, not just for Pinellas, but the entire Tampa Bay area. Trains for our geography are not the answer. You can walk any downtown. As proposed, how do you think people will get to the trains? Cars? Most likely. Will this system replace car use? I sincerely doubt it.
- Neutral: Why do so many bus stops, especially on main highways, have no shelter or seating?

Impressions from comments related to transit (bus, rail, general transit, and transit-oriented development) were 57 percent positive. This signifies support from a large amount of those commenting (more than half of comments) for a desired change or enhancement for these types of improvements in Pinellas.

***Impressions from Bike-Ped Comments****bicycle amenities, bike lanes, crosswalks, sidewalks, and trails)**(i.e.,***Examples of comments received:**

- Positive: Consider painting the bike lanes green (like they do in some places in Pinellas) so that even if it doubles as a shoulder, there is greater emphasis that the space services bikes, not cars, as a primary use. Would likely increase safety.
- Negative: You know those bicycle lanes they got around town... I wouldn't get in one of them if you paid me.
- Neutral: Try putting collection buckets along the trails and see how many bikers and trail users will donate to the cost of improvements, such as safer, better lit, bike lanes.

Impressions from comments related to bike-ped (bicyclists-pedestrians, bike lanes, bike facilities, etc.) were 72 percent positive. This signifies a great deal of support from commenters (close to three out of every four comments) for a desired change or enhancement for these types of improvements in Pinellas.

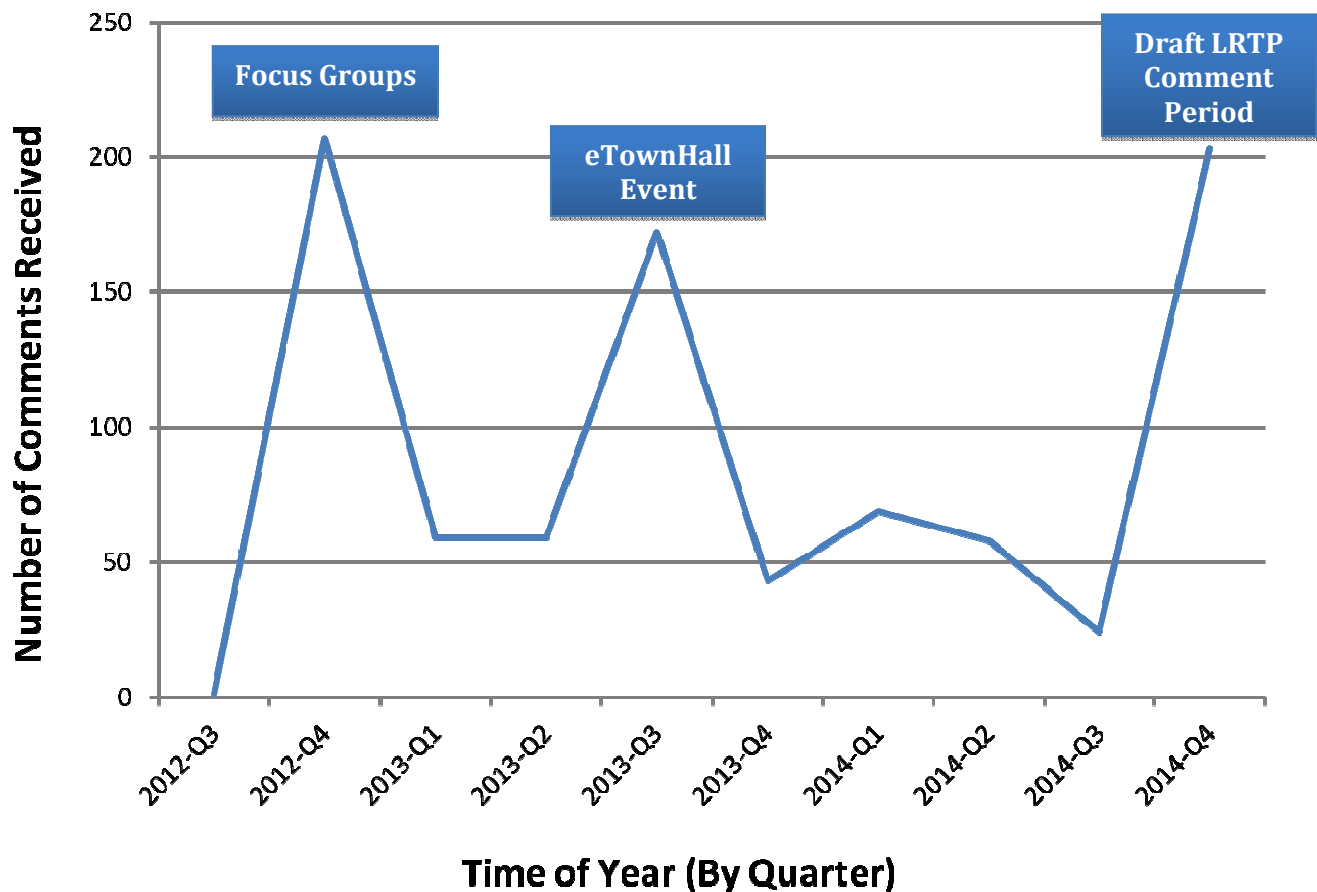
***Trends Timeline***

The line graph below identifies the time of year comments were received as well as the amount of comments received. The years are organized into quarters with Quarter 1 (Q1) referring to January, February and March, Quarter 2 (Q2) referring to April, May and June, Quarter 3 (Q3) referring to July, August and September, and Quarter 4 (Q4) referring to October, November and December.

The early outreach efforts of the Pinellas Transportation Plan occurred during Quarters 3 and 4 of 2012 and into 2013 when eight focus group meetings took place along with the opening of TellUsPinellas.com. The first half of 2013 shows a downward trend, yet this was when a majority of the Pinellas MPO and Pinellas Suncoast Transit Authority land use-driven outreach occurred. During this time, a great deal of attention was put towards stakeholder one-on-one meetings, large group meetings, as well as the seven community design charrettes. This outreach helped identify land use strategies

while discussing corridors identified for transit and increased density in order to come up with station development concepts to imagine what increased density and transit could look like in the planned station areas.

The second half of 2013 saw an upward trend when the Pinellas Transportation Plan eTownHall took place, an event that combined three outreach techniques into one (television, telephone and online streaming and blog). Over 9,300 participants joined the conversation in one of these three ways and nearly 200 comments were received. The end of 2013 as well as most of 2014 experienced a smaller yet consistent online community discussion through topics and ideas posted on TellUsPinellas.com, with a strong and robust online discussion of the draft Transportation Plan during the final quarter of 2014.



## 7.0 Key Ideas and Takeaways

Below are some key ideas that were identified from hundreds of comments received throughout the development of the LRTP. The parts in ***bold and italics*** identify major takeaways from their comment or suggestion and touch on many elements in the approved LRTP.

Key Idea	Idea Source & Date
<b><i>Safety for the pedestrian such as bikers, walkers, runners needs to be increased.</i></b> I am a wife and mother of five children. My children walk back and forth to school. I worry about their safety every day. I would like to see improvement of this safety plan. Without penalties of high tax cost for Floridians.	Focus Group 10/29/12
I feel the buses should run later in order for the people who work late to get home and also to help avoid drunk drivers by giving them the option to take the bus. I think if Pinellas County spent less money on putting cameras on stop lights and all the unnecessary road construction – they could use this money to fund better transportation. <b><i>This is something I would be willing to possibly pay an additional penny for even though I do not use the bus system.</i></b>	Focus Group 10/30/12
There is a definite need to improve mass transit in Pinellas County. <b><i>Transportation to the airport, transportation to sporting events Rays, Lightning, Bucs, transportation to a yearly outdoor festival etc.</i></b>	Focus Group 10/31/12
<b><i>I would like for the buses to go 24 hours 7 days a week because there are people who need it to make a living, and other things like school.</i></b>	Focus Group 11/01/12
Transportation in Pinellas County could be greatly improved by improving our public bus system. <b><i>It would be great to be able to ride the bus without multiple stops and transfers.</i></b> It would also be beneficial to have a route from Pinellas to Hillsborough County. Possibly have a couple of pickup locations in Pinellas – centrally located where you could pick up your car. Less congestion and traffic from commute between counties.	Focus Group 11/01/12
Please give modern and efficient transportation options mainly train, trolley, or express dedicated routes. <b><i>Pay for it with sales tax, gas tax or a tax based on discretionary spending.</i></b>	Focus Group 11/01/12
Here's the major issue with light rail as proposed. <b><i>Why is it necessary that the taxpayer always foot the bill when it doesn't serve all taxpayers equally?</i></b> Light rail is a fixed system. If it is built to go to Tropicana Field, by the time it's operational the Rays contract will be up and Tropicana Field may be gone. Then you don't have the flexibility to change the route as you would with a bus solution. Secondly, light rail is mainly a local downtown solution. Connecting Clearwater to St. Pete with light rail isn't practical and it isn't the purpose of LIGHT RAIL. Then it would be a commuter railroad. So, if the plan is to have a commuter railroad, then the design needs to be different. <b><i>How about using the CSX rails when not in use by freight traffic?</i></b> Rail is already in place and could be easily used. How about widening the Pinellas Trail, once a rail line that extended the length of the county that currently serves a small minority? The PT could support a rail, bicycles, and pedestrians.	TellUsPinellas Round 1 11/05/12

<b><i>I would love to use mass transportation, but my commute from home to work would take about five hours to and from my job.</i></b> I've used great mass transportation in New York, Boston, Chicago, Minneapolis and Atlanta that got where I wanted to go inexpensively and quickly. Light rail would have been the way to go. As a traveler, I felt good knowing that I could get around those cities without renting a car and driving on strange roads. In Minneapolis, light rail takes you to see the Twins and the Vikings and lets you shop at the biggest mall in the U.S. Let's attract more tourists by making this a destination where it's easy to get around without a rented car.	TellUsPinellas Round 1 11/09/12
<b><i>If you are looking at rail transit from the perspective of how it will operate within the current environment, you are looking at it from the wrong perspective.</i></b> Light rail is the type of infrastructure investment that has the power to alter the pattern of development. If built, it will reshape Pinellas County. The neighborhoods along the rail corridors will likely become more dense and active. Development will focus along sidewalks and transit stations instead of along 8 lane roadways. Commercial centers will focus at the stations (points of access to the system) much as they have done along the interstates. It will take time for this change in development to occur.	TellUsPinellas Round 1 11/15/12
A light rail system would support our aging population. As we age, many of us become less and less comfortable operating a motor vehicle. <b><i>A light rail system would give our older population the ability to stop driving, but stay mobile and maintain a high level of independence.</i></b>	TellUsPinellas Round 1 11/15/12
Light rail is impractical, expensive to build, more expensive to sustain, and as is proposed does not serve the entire county. Light rail will disrupt existing traffic beyond how they are already disrupted with all the construction and "improvements" throughout the county. <b><i>A bus-based system is flexible, easy to setup, inexpensive, and can be licensed to private bus companies that buy routes from the county - just like the airlines.</i></b> More competition, lower fares, easy to change routes, NO DEPENDENCE ON THE TAXPAYER! Take a good look. Light rail will not be completed in my lifetime and We will all pay for it for the rest of our lives - there is a much better solution - think outside the box. We can do much better for our residents while reducing auto traffic on our roads - without light rail. This is an outmoded and outdated concept and needs to be designed during city planning stages, not after cities are built in the most densely populated county in the state. Better solution - buses.	TellUsPinellas Round 1 11/15/12
<b><i>I believe this is the most critical near term need for the area. Direct bus service from Pinellas county to Tampa Airport.</i></b> It should be a limited express type service making stops at key locations. For instance if it were to start that the bus terminal on Ulmerton Rd and Starkey, it could have a stop at a centralized point in Carillon. As long as it doesn't take an hour to get there of course. It could also be a joint route for PSTA/HART continuing from the Airport as a Limited Express to Downtown Tampa, then back to the Airport and then onto Pinellas. The bus should also have access to use the shoulder on 275 during rush hour.	TellUsPinellas Round 1 11/17/12
Atlanta seems to have some good alternatives for dealing with their transportation issues. <b><i>A combination of light rail, express bus and local buses seems to work well for them.</i></b>	TellUsPinellas Round 1 11/27/12

<p>We need to define and encourage our shopping districts and corridors. We need to connect them with one another. Connect downtown with central avenue, the beaches, 4th street, Tyrone mall, and other large shopping districts. This is your weekend transportation.</p> <p><b><i>We also need your weekday transportation. We need to connect neighborhoods with business districts.</i></b> By isolating these two patterns of local travel and the areas we need to get to and from we can create the best and most efficient transportation system.</p>	TellUsPinellas Round 1 11/28/12
<p><b><i>We need light rail and a bus system that works.</i></b> It should not take 2 hours to go 11 miles- and that's why nobody rides the buses now.</p>	TellUsPinellas Round 1 02/26/13
<p>The Light Rail System for Pinellas as proposed is not a Light Rail System; rather it is a Commuter Rail System. This system will be costly to build, costly tickets, costly tax subsidies, minimal ridership, and take forever to build and cost at least 2x the amount budgeted. Don't get me wrong, I am in full support of a transportation system for Pinellas, but I am also realistic about my expectations for the proposed outcome. There are many alternatives for transportation solutions. What the county needs is the imagination and courage to make the right choices for a 21st century solution. Look at the alternative modes of transportation and look at the geography and locations people need to commute to and apply an appropriately designed solution. Though light rail may be right for some municipalities, I do not believe it is the right solution for Pinellas. <b><i>Many ideas presented are good, so please explore some of them as viable alternatives!</i></b></p>	TellUsPinellas Round 1 02/26/13
<p>We've seen bicycle rentals and zipcar rentals. Both seem to work in the right environment. <b><i>What about electric rental vehicles strategically located throughout the county and available for rental?</i></b> Charging stations could be located at parking systems in areas of interest throughout the county. Could use the zipcar model for credit card verification based upon time and/or distance use.</p>	TellUsPinellas Round 1 03/12/13
<p><b><i>Create a more integrated system for transportation choices by creating accessibility standards.</i></b> Travel time to designated "high destinations" such as downtown St Petersburg, Clearwater, Largo. Currently I cannot reasonably choose anything but auto. Solution is to create a transit network built for MORE than the transit dependent. Develop service standards that say "downtown St Petersburg will be accessible to a percent of county within 30 minutes." What standards for accessibility currently exist?</p>	TellUsPinellas Round 2 05/06/13
<p><b><i>The rail station would add value to a community if it extended its capability as a transportation center to being a community activity center.</i></b> There are areas in Clearwater, St Pete, and between that could well benefit from a community activity center that could include such things as theaters, entertainment, playgrounds, markets and shopping, service shops, and gyms. Private development and jobs would increase and might pay for at least part of the rail station.</p>	TellUsPinellas Round 2 05/24/13
<p><b><i>The biggest thing lacking in BOTH Pinellas and Hillsborough counties are bus lines with frequent service across the bay.</i></b> PSTA and HARTline need to collaborate with each other to establish routes, and honor each other's fare media, as well as establish express bus service for starters.</p>	TellUsPinellas Round 2 05/27/13
<p><b><i>We need multiple modes of transportation to attract viable employers to the area.</i></b></p>	TellUsPinellas Round 2 07/23/13

Bicycle safety training is paramount to a successful expansion for use of bicycles in Pinellas County. This training should be incorporated as part of a driver's license exam and be mandatory in all driver training classes. <b><i>More safety campaigns for bicycle safety should be implemented in all media - TV, radio, billboards, newspapers, clubs, etc. to raise awareness of the need to share the road.</i></b>	TellUsPinellas Round 3 08/05/13
Not just sidewalks, but wide sidewalks. <b><i>Where we can provide shading, add bike racks and benches, allow those restaurants and shops to include outside eating.</i></b>	TellUsPinellas Round 3 08/05/13
<b><i>Need to have a regionalized Public transit system: The Tampa Bay area is deeply lacking in public transportation across the bay.</i></b> Ferry boats, rail, and express buses are sorely needed, that do not require a change en route between Tampa and St. Petersburg, Clearwater and Tampa, and St. Petersburg and Bradenton. All need to be running on a simple memory schedule like half hourly service during the days, and hourly evenings, weekends, and holidays, and be adjusted with extra service for special events like the Gasparilla. The current level of bus service is insufficient between Tampa and Clearwater and Tampa and St. Petersburg.	TellUsPinellas Round 3 08/21/13
<b><i>Tampa &amp; Pinellas County MUST be connected!</i></b> Either by improved and coordinated bus service between the two counties OR a light rail system. The current X-Bus system only runs on weekdays and only during rush hour (except for the 11:20AM). These two counties MUST be connected!	TellUsPinellas Round 3 08/21/13
<b><i>TOD or Bust!</i></b> The ONLY way to move forward is to develop light rail; at a minimum, between Tampa - St Pete, and light rail installments in the respective counties thereafter. Otherwise, get used to stagnation!	TellUsPinellas Round 3 09/07/13
<b><i>Now is not the time to invest billions of tax dollars to support a system which will be expensive to run, underutilized and doesn't serve the entire county.</i></b> Besides, I've never ever seen a governmental agency come in under budget. This will cost at least double the estimates and be inconvenienced for 25 years while it's being built. Looking out to 2040???, I'll pay for it until I'm dead - so, I won't ever be able to use it anyway.	eTownHall 09/24/13
<b><i>I support rail because our community will grow, jobs will expand along the rail route.</i></b> In visiting other areas I have used public transportation, it's an easy way to get around.	eTownHall 09/24/13
This is a must have here. It is needed to support our economy. It will take more cars off the street for less congestion and help the air quality. It would help people to get to better paying jobs without spending there whole pay check to get there and home or take the whole day commuting by a bus system that is not working due to not enough buses or routes and always running late. Not everyone can afford a car or its up keep. We all pay the price by not having enough or inefficient public transportation. Public transportation is not used by a lot of people due to it being inefficient and taking too long and hard to make connections. <b><i>This also keeps possible employers from bringing jobs to the area due to employees don't have reliable public transportation.</i></b> We could have used some of the same railroad tracks that were used to make the Pinellas Trail.	TellUsPinellas Round 3 10/16/13

Connect Pinellas County and Hillsborough County with light rail. It's way past time that the two counties get connected by light rail, preferably, or by bus. I know that the X-Buses connect the two counties, but this is only on weekdays. <b><i>We could alleviate the heavy auto traffic on the bridges considerably and for a retired individual such as myself, I could take advantage of what Tampa has to offer on weekends and holidays.</i></b>	TellUsPinellas Round 3 10/21/13
Invest in a combination of transportation types including streets, light rail and BRT. <b><i>Right now I pay more in a month on car ownership (car payment, insurance, gas and repairs) than I do on rent. I'd at least like the choice to stop spending so much on owning a car.</i></b>	TellUsPinellas Round 4 10/29/13
<b><i>Investing in light rail and BRT helps us to attract and retain talented folks</i></b> --our city streets can focus on being safe and interesting to people walking and biking instead of just being a place people drive through on their way somewhere else.	TellUsPinellas Round 4 10/29/13
In my opinion, we should stop funding conventional bike lanes on 45-50 mph roads. They do very little good. <b><i>Protected bike lanes are the way to go</i></b> (even if we can only afford to put them in a few strategic locations.) Our planners should look into the Green Lane Project. <a href="http://www.peopleforbikes.org/green-lane-project/pages/greenlaneproject2">http://www.peopleforbikes.org/green-lane-project/pages/greenlaneproject2</a>	TellUsPinellas Round 4 11/10/13
Every year our children are becoming more and more locked in the home glued to technology. In Pinellas county kids don't play outside all that much and parks and beaches are often far from where they live. In California my cousins as kids used to jump on a trolley that took them straight to the beach so they became surfers even though they lived far away from the beach. <b><i>We need a system that is free to our youth that gets them to the beaches and parks of any kind for them to get out more.</i></b>	TellUsPinellas Round 4 12/17/13
<b><i>Analyze allocating more funding to smaller buses with flexible routes that reach seniors where they currently live.</i></b> Safety and security along bus routes needs to be more fully addressed as well--increases in service times alone likely won't be enough to get seniors used to the idea of using buses if they were used to going everywhere by car.	TellUsPinellas Round 5 01/24/14
Design our neighborhoods to provide a useful, safe, comfortable and interesting walk (see Jeff Speck's Walkable City book). The comfort part is especially challenging here because of heat and rainstorms but street trees can provide shade and arcades and awnings can provide both shade and relief from rain. <b><i>Design for comfort (make walking a rational decision) and people will do it.</i></b>	TellUsPinellas Round 5 02/01/14
<b><i>Too much money is being spent on new road projects while ignoring the much needed maintenance and safety upgrades that need to be made to the existing roads.</i></b>	TellUsPinellas Round 6 05/02/14
There needs to be a pedestrian safety program launched here. <b><i>School children, new residents, and our aging seniors need to be educated about walking safely there since FL has the highest pedestrian fatality rate in the nation.</i></b> Use of crosswalks at intersections, pushing the button prior to crossing, and not crossing mid-block along busy streets or across divided highways; we need to be reminded of the consequences for doing so.	TellUsPinellas Round 6 05/02/14

We have at least 500,000 cars in Pinellas County moving all over the place with how many empty seats? At least 500,000? <b><i>These cars are going from wherever people are to wherever they want to go.</i></b> This is a transportation "natural resource" that can never be equaled by ANY public transit system, no matter how much we invest. And it will never diminish over the years - it is totally sustainable, at least until cars are made illegal.	TellUsPinellas Round 6 05/02/14
Finding the right match for a rideshare is not as easy as you think it is, and never will be. You are often at mercy of the schedule of whomever holds the keys to drive the vehicle. <b><i>My bottom line is that the more options available, be it ridesharing, public transit, or any non-motorized form of transportation should be an additional option.</i></b>	TellUsPinellas Round 6 05/02/14
<b><i>Some light rail projects in Los Angeles, Portland, San Diego, and even Cleveland have come in on time and under budget in the few cases they have.</i></b> A lot of the cost overruns are due to constant procrastinating and obstructive politics by the same naysayers who complain about frivolous lawsuits.	TellUsPinellas Round 6 05/02/14
<b><i>Both cars and public are necessary for moving people around the greater Tampa Bay area. Our systems focus way too much on moving cars instead of people, and the alternatives could be better.</i></b> This forum is about coming up with alternative ideas to solve transportation problems and implement as many of the solutions as we can. If most cars are built to seat four or five people, that's a dismal 20 or 25 percent occupancy rate. Most buses and trains are doing far better than that, unless they are deadheading to and from the garage or the yard. Flat rates and discounts only exasperate the need for building more roads along with foolishly raising speed limits, which means more vehicle space is needed for all traffic for increased following distances. The freeways are not intended to be a NASCAR track, but a convenience for the traveling public to use.	TellUsPinellas Round 6 05/02/14
<b><i>We need to get away from a "cars only" mentality and work on the other options as well.</i></b> Even most utility trucks and vehicles will have a better overall occupancy rate as that vehicle serves a dual purpose in ride sharing to/from job sites. The more seats in a car that are empty, the lower the occupancy rate is, and most of today's cars are built to seat four or five persons.	TellUsPinellas Round 6 05/02/14
I think there should be free Public Transportation Days throughout the year. Museums do this with Free Museum Day . Or maybe some other way of offering new users a "free" trial type deal with riding the bus? Drivers Lic #'s or something so people cannot scam the system? <b><i>Anyways the point is a free trail to new users in some manner.</i></b>	TellUsPinellas Round 6 05/09/14
Widening roads is not the answer. I cannot wait until Greenlight is passed! This county is going to be amazing! <b><i>We will attract educated people which will attract businesses that pay a decent wage, and our property values will increase.</i></b>	TellUsPinellas Round 7 07/15/14
The focus should be on safety improvements. 4-lane roads without left-turn lanes and narrow lanes are by far the worst. Many are stuck between buildings on both sides of the roads close to sidewalks. <b><i>I like what Clearwater did to eliminate this problem on Fort Harrison by actually reducing traffic to two lanes WITH a left hand turn lane, and then using the remaining space for bike lanes.</i></b> This was done with NO NEED for condemnation of property through eminent domain to make improvements.	TellUsPinellas Round 7 07/15/14

<b><i>Development of a transportation system that moves people to airports, hotels, museums, beaches, and various venues around the county are more useful than the ability to go from downtown Clearwater to downtown St. Pete.</i></b> Though the existing system may meet some commuting needs, it will certainly be easier to drive the short distances in the proposed light rail.	TellUsPinellas Round 8 10/14/14
<b><i>Dual use trackage, passenger rail by day, freight at night: The CSX tracks alignment would be perfect for this.</i></b> This was done when the first light rail line was built and opened in San Diego back in 1980, with much success. The line is almost practically straight as an arrow to cut travel times between downtown Clearwater and downtown St. Petersburg at Tropicana Field for starters, something a bus route cannot do. The line in north Clearwater to Oldsmar could be built as part of a Phase II plan. CSX would benefit by sharing track maintenance costs to keep its freight line open reducing some truck wear and tear on the roads and streets with night freight operations, which may help keep trespassers off the tracks at night.	TellUsPinellas Round 8 11/3/14
<b><i>Step by step rather than all at once: I think the public would be more accepting and gain confidence from successful implementation of a grid bus system first, before being asked to fund light rail as well.</i></b> The additional sales tax is a hard sell, and using penny for Pinellas and other revenue would be accepted better.	TellUsPinellas Round 8 11/12/14
Too much of the Penny for Pinellas is being spent on roads, which was falsely touted as a funding project mostly for public transit and bike paths. <b><i>It's time for Penny for Pinellas to ride off into the Sunset and be replaced by a gasoline tax increase to fund the construction of new roads.</i></b> Otherwise, amend the Penny for Pinellas and increase the shares for funding for public transit, bike paths, and rideshare programs, and reduce the funding for roads to cover much needed safety improvements and repairs only.	TellUsPinellas Round 8 11/12/14
<b><i>Widen Belcher Rd. to 5 lanes between Coachman and Gulf-to-Bay:</i></b> Many areas in this stretch of Belcher Rd. are either four-lane or 5 narrow lanes. The biggest problem is with the left-hand turn lane turning off of southbound Belcher Rd. onto Gulf-to-Bay.	TellUsPinellas Round 8 11/14/14
<b><i>Timed transfers: This would allow for more direct seamless connections between rail, bus rapid, and other local bus connections or small shuttles.</i></b> It works and reduces wait time for transfers, increasing the use for all modes. Even passengers who use rideshare services or taxis can benefit, too, as cabs will be waiting for scheduled rapid bus and train arrivals.	TellUsPinellas Round 8 11/14/14
<b><i>Express bus via US 19: Have PSTA introduce a 19X bus route that would use the highway portion of US 19 all the way from 49th St. to Countryside Mall, instead of going along the service drive.</i></b> The only stops should be at Ulmerton Rd. to connect with the 300X route serving Tampa and at Gulf-to-Bay to connect with HARTline's 200x route. It's well worth a try after the construction project on US 19 is completed.	TellUsPinellas Round 8 11/14/14
Park-n-ride locations are few if any of them exist in Pinellas County. <b><i>One place to start would be at some of the big shopping malls where bus routes meet or are the designated "end of the line".</i></b> Clearwater Mall, Westfield Countryside, Tyrone Mall, and Pinellas Parkside ought to have space designated for Park-n-ride passengers, just to name a few.	TellUsPinellas Round 8 11/14/14

<p><b>Use Google Maps to provide updated bike maps for Pinellas.</b> Searching on the web, the most recent St Petersburg bicycle map is dated 2009.</p> <p>Likewise, the Pinellas Trail Guide at <a href="http://www.pinellascounty.org/trailgd/">http://www.pinellascounty.org/trailgd/</a> is reasonably detailed, but hard to use. Instead of producing your own city/county bike maps, which become outdated quickly, <b>provide your information to the Google maps bicycle trails feature. Include references on city/county web pages to the Google bike maps.</b></p>	TellUsPinellas Round 8 11/14/14
<p><b>Continue to press for Progress Energy Trail.</b> I realize that the link between the existing Bright House Field and Westfield Mall is dependent upon Duke Energy's commitment, but this extension is long awaited and much needed and wanted. I hope to see this come to full fruition. This link will be a major benefit to those of us who live on the east side of Clearwater, many of whom are already walkers and bicycle riders.</p>	TellUsPinellas Round 8 11/14/14
<p><b>Ferry boats would be a great way to have an alternative solution to driving across the Tampa Bay and our warm weather climate is perfect to provide a daily year-round alternative.</b> boats up the Hillsboro River to the convention center in downtown Tampa. Demolish The Pier in St. Petersburg and build a ferry boat terminal in its place, and have that be the new end point for all public transit be it buses, trolleys, rail, taxis, and bikes. Move PSTA's transfer facility here and passengers can wait in an enclosed, secure, indoor facility, with restrooms, shopping, eateries to go to while waiting to make transfers.</p>	TellUsPinellas Round 8 11/15/14
<p><b>Tampa Bay's biggest problem with public transit is that we need a REGIONAL transit organization, not individual companies broken down to separate counties and cities.</b> Several successful transit companies in California operate under this kind of scenario. Even here in Florida, LYNX in Orlando does reach out to outlying counties and communities. <b>All of the public transit companies in the greater Tampa Bay area need to be combined into one regional transit authority.</b></p>	TellUsPinellas Round 8 11/17/14
<p><b>Grid system, not hub &amp; spoke, and more smaller buses. For convenience and appeal to riders, more frequent buses running on a grid system dramatically shortens the wait for a bus to arrive, and the time to destination.</b> Smaller buses would cost less to buy and operate, offer more flexibility, and pollute less.</p>	TellUsPinellas Round 8 11/18/14
<p><b>More protected bike lanes would be great. There is no real system of bike lanes that will actually get you many places.</b></p>	TellUsPinellas Round 8 11/19/14
<p><b>CSX Freight Line from Tampa to St. Pete. Although the CSX freight line can only accommodate 15 mph, the infrastructure is already there to place a trolley on the CSX rail.</b> This rail already transports freight from Tampa to St Pete and passes near the Pinellas Bike Trail and through the cities of Oldsmar, Safety Harbor, Clearwater, etc. The CSX rails passes near Brighthouse Field and SPC Clearwater campus and many other tourist/employment/recreation destinations and neighborhoods .</p>	TellUsPinellas Round 8 11/25/14
<p>We really need to have a REGIONAL public transportation network. The small government concept of county-by-county and city-by-city is NOT working, and on the contrary creates more government, not less. <b>PSTA, HARTlines, and Pasco Transit all need to be combined into a regional company to make things work right and open the door for much needed express bus routes.</b></p>	TellUsPinellas Round 8 12/1/14

Pinellas has a terrible record when it comes to transportation safety, particularly pedestrian safety. <b><i>The majority of the issues seem to be along 6-lane arterial highways</i></b> such as 34th St, Gulf-to-Bay, Ulmerton, Gandy/Park Blvd, Tampa Rd, SR 580, 66th St, 49th St, Missouri Ave, Belcher Rd, etc... <b><i>I would encourage serious consideration of alternatives to widening existing 4-lane roads to 6-lanes, such as what is proposed for priority #25/19.</i></b> Wide, fast arterials present major safety concerns, negatively impact neighboring residential properties, and do not seem to effectively improve congestion or travel times through the county as compared to a four lane divided roadway, particularly in the long term.	TellUsPinellas Round 8 12/3/14
A lack of pedestrian signals at many intersections, and an education plan to "push the button" before crossing would save lots of lives. Too many intersections without them do not allow enough time for our seniors, disabled veterans, and handicapped individuals with canes, wheelchairs, or scooters to make it across in time for the light change. <b><i>Countdown signals should be placed at every crosswalk as both pedestrians/bicyclists and drivers could benefit from them.</i></b>	TellUsPinellas Round 8 12/3/14
Fully Fund Planned Trails. The Pinellas Trails network goes a long way towards making this one of the world's top places to live, work, and play. <b><i>The trails projects presented here are a terrific step towards leveraging existing investments into an even stronger community, and I would encourage consideration for reallocating the priorities to fully fund these trail improvements.</i></b>	TellUsPinellas Round 8 12/3/14
<b><i>We need badly needed bus service along 62nd ave n between 49st and 66st n because 54ave n is too far south and park Blvd. is too far north.</i></b> Taxi service is too expensive for people on low income.	TellUsPinellas Round 8 12/3/14
<b><i>Have new fareboxes work with SunPass accounts. A new regional farebox should work with a SunPass account, as this would mean I would not have to keep track of another account to use prepaid transit.</i></b> Having this stored revenue managed by SunPass would also be a public benefit, since it could use existing state resources and would not have to be managed by a private (and expensive) third party vendor.	TellUsPinellas Round 8 12/3/14
<b><i>The recent US-19 project should be the LAST major highway building project in the area.</i></b> It's nice that this has been converted to a freeway, with service drives on both sides of the road, however there is no more room to widen or build and additional lanes, and there is no room to build new highways, toll roads, or add toll lanes.	TellUsPinellas Round 8 12/4/14
<b><i>Roundabouts are NOT needed at "T" intersections or where there are 4-way intersections with all corners intersecting at 90-degree angles.</i></b> However, the best places for them are where the intersecting streets come in at varying angles, or where another street or roadway is close to the intersections and will be blocked off by traffic trying to cross another intersection, not even giving room for a single truck or even school bus to clear the space between the two intersections.	TellUsPinellas Round 8 12/4/14
<b><i>Make St Pete portion into Corridor to Arts from 50th to Trop.</i></b> The trail is quite uninviting and lacks any services through St Pete. Connect downtown to Warehouse district, then acquire property along trail past 49th and offer incentives property owners to bring in or sell to artists/a pub or coffeehouse, a bike shop, and start making it into a gateway to downtown and the arts.	TellUsPinellas Round 8 12/4/14

<b><i>When road and safety improvements are made for bikes, that money should come out of the road funding, not the bike path funding.</i></b> After all, motorists are benefiting and should pay their share for it.	TellUsPinellas Round 8 12/4/14
<b><i>Allow passengers with passes to use express lines.</i></b> Part of PSTA's problem with low ridership on its express lines serving Tampa, 100X and 300X, are because riding these bus lines require complete payment of a separate fare and passes are not honored on them. This is unfair to pass holders, and they should be allowed to ride these buses for the difference of paying between the base fare and the express fare.	TellUsPinellas Round 8 12/5/14
<b><i>It will be simply devastating to Pinellas County if we cut current bus service.</i></b> As it is, I find it incredible that you can't get to Tampa in less than an hour on the city buses. How can that be? Downtown St. Pete and downtown Tampa should be connected in a sensible way. <b><i>There is a growing population of "average" people in St. Pete who choose not to own cars. These are young, creative and professional people who want options.</i></b>	TellUsPinellas Round 8 12/5/14
<b><i>PSTA should extend its route 60 into Tampa or to the TPA airport at the very least to link up with HARTline's 30 route.</i></b> Not only would air travelers benefit, bike riders and beach goers at Ben T. Davis Beach and along the causeway would benefit from an additional source of travel. Speaking of airports, PSTA needs to restore service to PIE as well.	TellUsPinellas Round 8 12/5/14
All Aboard Florida extension. If All Aboard Florida decides to bring their trains to Tampa, which the middle of the I-4 corridor is intended for, as designated by former governor Jeb Bush, <b><i>why stop and end at Tampa, when there is an open right-of-way being constructed now in the middle of I-275 and later across a rebuilt Howard Franklin Bridge?</i></b> The distance is roughly equivalent between Tampa and St. Petersburg as it is between Miami and Ft. Lauderdale in gauging distances between station stops, so that should be no problem in terms of distance. Why not build a bright new intermodal terminal for buses, trains, bikes, and public transit right off I-275 by Tropicana Field?	TellUsPinellas Round 8 12/7/14

## 8.0 Public Outreach and Environmental Justice

The federal government mandates that the MPO incorporate specific measures to address environmental justice (EJ) communities in their long range planning activities. Comprehensive outreach ensures the full and fair participation by all people within the community, particularly those who have traditionally been underserved. As part of the development of the 2040 LRTP, the Pinellas County MPO identified census tracts where a disproportionately high percentage of the community was comprised of individuals that are identified as low income or of a minority population, as compared to all census tracts in Pinellas County. Throughout the development of the LRTP, the MPO made certain that these areas were reached throughout the public outreach process.

Outreach activities in EJ areas include:

- Placement of flyers seeking public input via the online public forum [www.TellusPinellas.com](http://www.TellusPinellas.com) in libraries and community centers located in neighborhoods in EJ areas (Lealman and Highpoint, for example). All of these locations offered computer access to people who desired it, so that they could provide feedback on the LRTP and participate in the process, even if they did not have computers of their own at home;
- Two of the eight focus groups conducted centered around EJ areas: communities in south St. Petersburg and the Greenwood area of Clearwater;
- A focused effort to offer to provide presentations on the LRTP to community groups located within EJ areas. Several attempts were made to contact community groups in EJ areas, offering not only presentations but materials and other avenues for outreach, if so desired. This resulted in outreach activities in the Lealman, Ridgcrest, Tarpon Springs, and Clearwater areas at community groups and neighborhood organizations;
- MPO staff set up tables in public places in EJ areas, utilizing existing resources to promote the MPO at events in EJ areas, including at a Tarpon Springs community health fair, and at career services locations in both Clearwater and south St. Petersburg;
- Three public workshops on the 2040 LRTP were held, all at varying times so that people working different shifts would have the opportunity to attend at least one of them;

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## 9.0 Public Comment Report

**Appendix K** includes a comprehensive report of all public comments collected throughout the development of the 2040 LRTP. The report is organized by comment theme, date comment was received, and, if applicable, comment response.

## **Appendix A: LRTP Public Involvement Plan**



# **2040 Long Range Transportation Plan**

## *Public Involvement Plan*

## 1.0 Introduction

The Pinellas County MPO recognizes that the success of the 2040 LRTP is dependent on an effective public outreach effort. As such, the MPO is committed to soliciting community participation and obtaining public input to help guide the development of the long term transportation system in accordance with the goals of the LRTP. The Public Involvement Plan (PIP) for the Pinellas County MPO's 2040 Long Range Transportation Plan (LRTP) Update was developed to document the public participation process and strategies and tools used to engage the community. It is consistent with the MPO's overall Public Participation Plan for community participation in all of the MPO's transportation planning processes.

### 1.1 Federal Requirements

As signed into law on July 6, 2012, Map-21, a two-year surface transportation bill, will take the place of the previous Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 emphasizes increased safety, infrastructure, system reliability, movement of people and freight, economic vitality, environment, and reduced project delivery delays for the metropolitan planning process. The planning strategies provided in the law include:

- Support economic vitality of the metropolitan area to enable global competitiveness, productivity and efficiency;
- Increased safety of the transportation system for motorized and non-motorized users;
- Increased security of the transportation system for motorized and non-motorized users;
- Increased accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize preservation of the existing transportation system.

MAP-21 requires that public outreach include all interested parties with reasonable opportunity to comment, including citizens, affected agencies, representatives of public transit employees, freight shippers, providers of freight transit, private transportation providers, representatives of public transportation users, and representatives of pedestrian, bicycle, and disabled facility users. Methods of participation include public

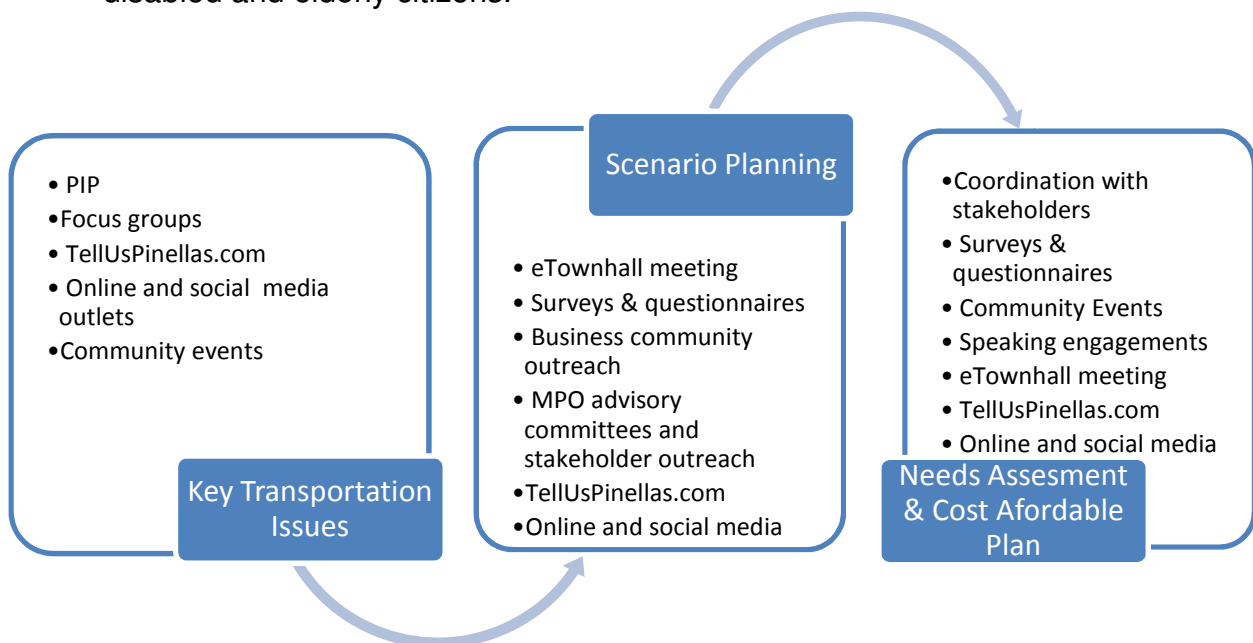
meetings, visualization techniques, and web resources. The PIP will help to ensure that federal requirements for public participation are met during the development of the 2040 LRTP, consistent with the MPO's adopted Public Participation Plan.

## 1.2 Goals and Objectives

The goal of the PIP is to encourage early and continuous public participation and to provide complete information, timely public notice, and full access to key decisions during the transportation planning process.

The objectives of the PIP are as follows:

- Develop an early, proactive, and ongoing public participation process that includes the general public, the MPO committees and Board, local and regional planning partners, and other stakeholders.
- Incorporate visualization techniques to help better convey the transportation planning process and transportation improvements identified.
- Provide prompt response to input and inquiries related to the transportation planning process.
- Maintain contact with interested citizens and other stakeholders throughout the LRTP development process.
- Involve traditionally under-served persons including minority, low-income, disabled and elderly citizens.



## 2.0 Public Involvement Strategies and Tools

A variety of traditional and innovative public involvement tools and strategies have been selected to achieve the goal and objectives of the PIP for the LRTP. These include:

- Conduct agency/stakeholder meetings and general public outreach at the outset of the planning process.
- Brand the LRTP as the Pinellas Transportation Plan (PTP) for public outreach purposes.
- Create an informative and interactive LRTP website with links from the Pinellas MPO and other websites for easy access.
- Conduct traditional community meetings and online collaboration efforts, through the MindMixer site TellUsPinellas.com, to obtain public input throughout the planning process.
- Conduct focus groups to generate ideas and obtain feedback on specific topics.
- Hold eTownHalls to obtain input at key points during development of the LRTP.
- Administer surveys in both traditional and electronic formats to obtain public opinion on current and future transportation needs and improvements.
- Employ a comprehensive media outreach plan that includes press releases, newsletters, a project website, and use of social media.
- Use mail and email databases to maximize public outreach.

## 2.1 Outreach Events

The MPO will conduct various outreach events, including public workshops, community meetings, electronic town halls, and a formal public hearing, to inform and gather input from the public. A **Speakers Bureau Program** will be used to develop appropriate PowerPoint and other presentation materials, train speakers, contact groups, arrange presentations, and coordinate speakers and logistics. A database system will be used throughout plan development to track events and participation.

### 2.1.1 Public Workshops

Public workshops may be held at key points during the transportation planning process. Public workshops will allow participants to review project materials, discuss specific concerns/issues with facilitators, and

ask questions. The workshops will include display tables highlighting various elements of the plan and may include a time-certain presentation.

## **2.1.2 Community Meetings and Events**

- Presentations to Community Groups and other Stakeholders: Presentations on the transportation planning process and key elements of the LRTP will be provided to community groups such as homeowners associations and civic organizations, as well as local governments, business groups, and other stakeholder groups as appropriate.
- Community Events: Staff will participate in community events by setting up a display table, distributing informational materials, and interacting with interested event participants.

## **2.1.3 Electronic Town Halls & Online Collaboration**

- eTownHalls: Two eTownHalls will provide an opportunity to reach out to thousands of Pinellas County households in real-time interactive meetings that use the phone, Internet, and television. Through the eTownHalls, the MPO will provide information at key points in the LRTP development process via the telephone, Internet, and public television. The public will have the opportunity to ask questions and provide comments over the phone or through an online blog. A panel of speakers will respond to some of the questions during the eTownHall and the MPO will follow-up on the remaining questions afterward.
- Online Collaboration: The MPO will use the Mindmixer online collaboration platform ([www.TellUsPinellas.com](http://www.TellUsPinellas.com)) to provide an ongoing forum throughout the LRTP development process for the public to provide input and receive feedback on various components of the LRTP.

## **2.1.4 MPO Committee and Public Agency Meetings**

- MPO Committees: The MPO's Citizens Advisory Committee (CAC), Technical Coordinating Committee (TCC), Bicycle Advisory Committee (BAC), Pedestrian Transportation Advisory Committee (PTAC), Local Coordinating Board (LCB), School Transportation Safety Committee (STSC), and Intelligent Transportation Systems Committee (ITS) will review and provide input various components of the LRTP throughout the planning process.

- Public Agency Meetings: The MPO will obtain input from the local jurisdictions and regional planning partners (PSTA, PPC, FDOT, TBARTA, CCC, and the other MPOs in FDOT District Seven) on needs and transportation improvements identified for the LRTP.

### **2.1.5 Formal Public Hearing**

A Public Hearing to adopt the 2040 LRTP will be scheduled for a Pinellas MPO Board meeting.

## **2.2 Communication and Distribution Tools**

A set of communication tools has been identified to disseminate information about the transportation planning process and the LRTP.

### **2.2.1 Website**

A project website will be created and maintained for the 2040 LRTP. This website will provide information and updates regarding the development of the LRTP. It will allow users to access information, complete surveys, and provide input.

### **2.2.2 Project Informational Materials**

At the outset, a project fact sheet will be developed to provide project information and a summary of the planning process as related to the 2040 LRTP. At least one additional fact sheet will be developed to focus on specific areas of the plan. Maps and informational materials for a tabletop display board will be created. These informational materials will be distributed/used at community events and meetings.

### **2.2.3 Newsletters**

Three traditional and electronic newsletters will be prepared and distributed to engage and inform the public about the LRTP Update process in addition to other MPO news.

### **2.2.4 Social Media**

Social Media platforms such as LinkedIn, FaceBook, Twitter, and YouTube may be used to provide information as milestones are reached in the planning process, to disseminate surveys, and to obtain feedback from the public on transportation needs and proposed improvements.

### **2.2.5 Pinellas County Television (PCTV)**

The MPO will provide information on the LRTP development process and key elements of the plan through Pinellas County government public access television (PCTV). eTownHalls will also be broadcast through PCTV.

### **2.2.6 Mailing List**

Comprehensive traditional and electronic mailing lists will be developed including various stakeholders in the transportation planning process. Newsletters, surveys, and other information about the project will be distributed through the mailing lists. The stakeholders will include:

- Interagency professionals
- Elected and appointed officials
- MPO Committee members
- Civic organizations, homeowners associations, and business groups
- Groups representing underserved populations
- Transportation agencies
- Members of the community who want to receive project updates

### **2.2.7 Ads**

Public workshops will be advertised through the Tampa Bay Times newspaper, the MPO and project website, public television, and other outlets as appropriate.

### **2.2.8 Press Releases**

Press releases will be sent to all media outlets in the county with meeting and workshop announcements.

### **2.2.9 Teaming with Planning Partners**

The MPO will team with local and regional planning partners to disseminate project and public meeting information related to the LRTP through their newsletters, websites, community events, and other communication tools as appropriate.

## **2.3 Surveys**

Surveys will be developed and utilized to obtain the public's opinion about current and future transportation needs and the best way to prioritize public funds for future transportation improvements. Surveys will also capture limited demographic information about respondents (i.e., age range, zip code, etc). Both traditional and online surveys will be used and will be advertised through the project newsletter, the project website,

the MPO committees, the MPO's email list, public workshops, community meetings, and other public events where information on the LRTP is displayed or provided. Respondents may return the survey at the public workshops/community events or by mail, fax, email, or drop boxes placed at libraries and other public locations.

## **2.4 Focus Groups**

Eight focus groups will be utilized to obtain ideas and observe public reactions to specific plan elements such as transportation needs, travel modes, and funding options.

## **2.5 Outreach to Minorities and the Traditionally Underserved**

The MPO recognizes that some members of the public, such as populations with lower income, the elderly, the young, minorities, and those with disabilities may face obstacles when trying to participate in typical public outreach activities and transportation decision making. For example, some may not have access to the Internet or transportation to attend meeting and workshops. Others may be disabled and face challenges associated with visual, mobility, or hearing impairments. The MPO will provide opportunities for participation with a wide variety of tools and settings. In addition, the MPO will conduct targeted outreach in traditionally underserved communities and will work to make meetings and materials accessible.

## **2.6 Branding of the LRTP**

Branding will be used to convey the messages of the LRTP in a visually appealing and conspicuous manner. The 2040 LRTP will be branded as the Pinellas Transportation Plan (PTP) for public outreach purposes. An associated design motif for the 2040 LRTP will be used throughout the LRTP website, newsletters, and other project materials.

## **2.7 Visualization**

Visualization techniques will help convey information about the LRTP development process and the contents of the LRTP to the public in an easy to understand format that supports the text. Information provided in the LRTP, newsletters, website, and other documents will be accompanied by maps, graphics and photographs to highlight key points and convey the messages of the LRTP. Visualization techniques that will be used include:

- Maps of project locations and transportation services
- Photographs of various transportation improvements, transit vehicle types, and the community
- Renderings of light rail transit and potential station areas
- GIS mapping of demographic and socioeconomic conditions

- Displays of existing and proposed transportation conditions and improvements as well as future land use and transportation scenarios

## **2.8 Public Outreach Tracking**

A database will allow for tracking of public outreach activities, participation levels, comments received on the plan, and any official staff responses to comments received.

## **Appendix B: On-Line Survey Results**

## View Summary

Filter Responses

Download Responses

Browse Responses »

## PAGE:

1. Home Zip Code:

			Response Count
			<a href="#">Hide replies</a>
			140
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2.	34684	Sun, Feb 8, 2015 12:39 AM	<a href="#">Find...</a>
3.	34684	Sun, Feb 8, 2015 12:38 AM	<a href="#">Find...</a>
4.	34683	Wed, Feb 4, 2015 10:37 AM	<a href="#">Find...</a>
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<b>91.</b>	33773	Mon, Oct 29, 2012 2:37 PM	<a href="#">Find...</a>
<b>92.</b>	33707	Mon, Oct 29, 2012 2:36 PM	<a href="#">Find...</a>
<b>93.</b>	33707	Mon, Oct 29, 2012 2:36 PM	<a href="#">Find...</a>
<b>94.</b>	33706	Mon, Oct 29, 2012 2:35 PM	<a href="#">Find...</a>
<b>95.</b>	33706	Mon, Oct 29, 2012 2:29 PM	<a href="#">Find...</a>
<b>96.</b>	33616	Mon, Oct 29, 2012 2:28 PM	<a href="#">Find...</a>
<b>97.</b>	33629	Mon, Oct 29, 2012 2:28 PM	<a href="#">Find...</a>
<b>98.</b>	33712	Mon, Oct 29, 2012 2:26 PM	<a href="#">Find...</a>
<b>99.</b>	33701	Mon, Oct 29, 2012 2:26 PM	<a href="#">Find...</a>
<b>100.</b>	33707	Mon, Oct 29, 2012 2:25 PM	<a href="#">Find...</a>
<b>101.</b>	33707	Mon, Oct 29, 2012 2:25 PM	<a href="#">Find...</a>
<b>102.</b>	33707	Mon, Oct 29, 2012 2:24 PM	<a href="#">Find...</a>
<b>103.</b>	33707	Mon, Oct 29, 2012 2:24 PM	<a href="#">Find...</a>
<b>104.</b>	33782	Mon, Oct 29, 2012 2:24 PM	<a href="#">Find...</a>
<b>105.</b>	33707	Mon, Oct 29, 2012 2:23 PM	<a href="#">Find...</a>
<b>106.</b>	33774	Mon, Oct 29, 2012 2:22 PM	<a href="#">Find...</a>
<b>107.</b>	33703	Mon, Oct 29, 2012 2:22 PM	<a href="#">Find...</a>
<b>108.</b>	33772	Mon, Oct 29, 2012 2:21 PM	<a href="#">Find...</a>
<b>109.</b>	33707	Mon, Oct 29, 2012 2:21 PM	<a href="#">Find...</a>
<b>110.</b>	33611	Mon, Oct 29, 2012 2:20 PM	<a href="#">Find...</a>
<b>111.</b>	33771	Mon, Oct 29, 2012 2:20 PM	<a href="#">Find...</a>
<b>112.</b>	33714	Mon, Oct 29, 2012 2:19 PM	<a href="#">Find...</a>
<b>113.</b>	33707	Mon, Oct 29, 2012 2:19 PM	<a href="#">Find...</a>
<b>114.</b>	33705	Mon, Oct 29, 2012 2:18 PM	<a href="#">Find...</a>
<b>115.</b>	33777	Mon, Oct 29, 2012 2:18 PM	<a href="#">Find...</a>
<b>116.</b>	33712	Mon, Oct 29, 2012 2:17 PM	<a href="#">Find...</a>
<b>117.</b>	33702	Mon, Oct 29, 2012 2:17 PM	<a href="#">Find...</a>
<b>118.</b>	33707	Mon, Oct 29, 2012 2:16 PM	<a href="#">Find...</a>

119.	33707	Mon, Oct 29, 2012 2:16 PM	<a href="#">Find...</a>
120.	32168	Mon, Oct 29, 2012 2:15 PM	<a href="#">Find...</a>
121.	33707	Mon, Oct 29, 2012 2:15 PM	<a href="#">Find...</a>
122.	33624	Mon, Oct 29, 2012 2:15 PM	<a href="#">Find...</a>
123.	33781	Mon, Oct 29, 2012 2:14 PM	<a href="#">Find...</a>
124.	33510	Mon, Oct 29, 2012 2:13 PM	<a href="#">Find...</a>
125.	33713	Mon, Oct 29, 2012 2:13 PM	<a href="#">Find...</a>
126.	33609	Mon, Oct 29, 2012 2:12 PM	<a href="#">Find...</a>
127.	33707	Mon, Oct 29, 2012 2:12 PM	<a href="#">Find...</a>
128.	33707	Mon, Oct 29, 2012 2:11 PM	<a href="#">Find...</a>
129.	33778	Mon, Oct 29, 2012 7:03 AM	<a href="#">Find...</a>
130.	33772	Mon, Oct 29, 2012 7:02 AM	<a href="#">Find...</a>
131.	33212	Mon, Oct 29, 2012 7:01 AM	<a href="#">Find...</a>
132.	33774	Mon, Oct 29, 2012 7:00 AM	<a href="#">Find...</a>
133.	33763	Mon, Oct 29, 2012 6:59 AM	<a href="#">Find...</a>
134.	33760	Mon, Oct 22, 2012 11:49 AM	<a href="#">Find...</a>
135.	33771	Tue, Sep 18, 2012 12:42 PM	<a href="#">Find...</a>
136.	33776	Mon, Sep 17, 2012 10:05 AM	<a href="#">Find...</a>
137.	33774	Mon, Sep 17, 2012 10:04 AM	<a href="#">Find...</a>
138.	33704	Mon, Sep 17, 2012 10:01 AM	<a href="#">Find...</a>
139.	33756	Mon, Sep 17, 2012 10:00 AM	<a href="#">Find...</a>
140.	33756	Fri, Aug 17, 2012 2:53 PM	<a href="#">Find...</a>

250 responses per page ▼

answered question

140

skipped question

28

2. What is your age group?

Response

Response

	Percent	Count
<b>18 - 21</b>	14.6%	24
<b>22 - 34</b>	<b>22.0%</b>	<b>36</b>
<b>35 - 44</b>	17.1%	28
<b>45 - 54</b>	14.6%	24
<b>55 - 64</b>	18.9%	31
<b>65 or older</b>	12.8%	21
<b>answered question</b>		<b>164</b>
<b>skipped question</b>		<b>4</b>

3. Using an A, B, C, D or F grading scale, how would you rate the Pinellas County Transportation System?

	Response Percent	Response Count
<b>A</b>	5.0%	8
<b>B</b>	35.0%	56
<b>C</b>	<b>36.3%</b>	<b>58</b>
<b>D</b>	16.9%	27
<b>E</b>	3.8%	6
<b>F</b>	3.1%	5
<b>answered question</b>		<b>160</b>
<b>skipped question</b>		<b>8</b>

4. What changes would need to be made to the Pinellas County transportation system to improve the grade you gave? Please check all that apply.

	Response Percent	Response Count
Improve Timing of Signals	39.2%	62
Intersection Improvements w/Pedestrian Accommodations	17.7%	28
Maintenance Improvements	20.3%	32
More Bike Lanes	32.3%	51
More Frequent Bus Service	24.1%	38
More Evening/Weekend Bus Service	16.5%	26
More Bicycle/Pedestrian Trails (e.g. the Pinellas Trail)	<b>39.9%</b>	<b>63</b>
More Sidewalks	26.6%	42
Safer Pedestrian Crosswalks	19.0%	30
Rail Transit Service	32.3%	51
Widen Major Roads	17.1%	27
Other Concerns	7.6%	12
	<b>answered question</b>	<b>158</b>
	<b>skipped question</b>	<b>10</b>

**PAGE: PLEASE INDICATE HOW IMPORTANT EACH OF THE TRANSPORTATION SYSTEM COMPONENTS IS TO YOU.**

5. Improve Timing of Signals

	Response Percent	Response Count
<b>Not Important</b>	10.6%	5
<b>Somewhat Important</b>	14.9%	7
<b>Important</b>	<b>29.8%</b>	<b>14</b>
<b>Very Important</b>	14.9%	7
<b>Extremely Important</b>	<b>29.8%</b>	<b>14</b>
<b>answered question</b>		<b>47</b>
<b>skipped question</b>		<b>121</b>

#### 6. Intersection Improvements w/ Pedestrian Accommodations

	Response Percent	Response Count
<b>Not Important</b>	8.5%	4
<b>Somewhat Important</b>	10.6%	5
<b>Important</b>	25.5%	12
<b>Very Important</b>	<b>27.7%</b>	<b>13</b>
<b>Extremely Important</b>	<b>27.7%</b>	<b>13</b>
<b>answered question</b>		<b>47</b>
<b>skipped question</b>		<b>121</b>

## 7. Maintenance Improvements

	Response Percent	Response Count
<b>Not Important</b>	6.5%	3
<b>Somewhat Important</b>	19.6%	9
<b>Important</b>	<b>34.8%</b>	<b>16</b>
<b>Very Important</b>	17.4%	8
<b>Extremely Important</b>	21.7%	10
<b>answered question</b>		<b>46</b>
<b>skipped question</b>		<b>122</b>

## 8. More Bike Lanes

	Response Percent	Response Count
<b>Not Important</b>	19.6%	9
<b>Somewhat Important</b>	<b>32.6%</b>	<b>15</b>
<b>Important</b>	19.6%	9
<b>Very Important</b>	8.7%	4
<b>Extremely Important</b>	19.6%	9
<b>answered question</b>		<b>46</b>
<b>skipped question</b>		<b>122</b>

## 9. More Frequent Bus Service

	Response Percent	Response Count
<b>Not Important</b>	13.3%	6
<b>Somewhat Important</b>	11.1%	5
<b>Important</b>	<b>28.9%</b>	<b>13</b>
<b>Very Important</b>	22.2%	10
<b>Extremely Important</b>	24.4%	11
<b>answered question</b>		<b>45</b>
<b>skipped question</b>		<b>123</b>

## 10. More Bicycle/Pedestrian Trails (e.g. the Pinellas Trail)

	Response Percent	Response Count
<b>Not Important</b>	21.3%	10
<b>Somewhat Important</b>	19.1%	9
<b>Important</b>	<b>27.7%</b>	<b>13</b>
<b>Very Important</b>	17.0%	8
<b>Extremely Important</b>	14.9%	7
<b>answered question</b>		<b>47</b>
<b>skipped question</b>		<b>121</b>

## 11. More Sidewalks

	Response Percent	Response Count
<b>Not Important</b>	8.7%	4
<b>Somewhat Important</b>	17.4%	8
<b>Important</b>	19.6%	9
<b>Very Important</b>	<b>39.1%</b>	<b>18</b>
<b>Extremely Important</b>	15.2%	7
<b>answered question</b>		<b>46</b>
<b>skipped question</b>		<b>122</b>

## 12. Rail Transit Service

	Response Percent	Response Count
<b>Not Important</b>	<b>23.4%</b>	<b>11</b>
<b>Somewhat Important</b>	12.8%	6
<b>Important</b>	21.3%	10
<b>Very Important</b>	19.1%	9
<b>Extremely Important</b>	<b>23.4%</b>	<b>11</b>
<b>answered question</b>		<b>47</b>
<b>skipped question</b>		<b>121</b>

## 13. Widen Major Roads

	Response Percent	Response Count
<b>Not Important</b>	<b>34.8%</b>	<b>16</b>
<b>Somewhat Important</b>	26.1%	12
<b>Important</b>	19.6%	9
<b>Very Important</b>	10.9%	5
<b>Extremely Important</b>	8.7%	4
<b>answered question</b>		<b>46</b>
<b>skipped question</b>		<b>122</b>

## PAGE: COMMENTS

14. What are some specific locations with traffic problems that you encounter throughout your day?

	Response Count
<a href="#">Hide replies</a>	27
1. US19 and Tarpon Ave, Alt 19 from Tarpon Springs all the way to Clearwater during rush hour	Tue, Feb 17, 2015 12:56 PM <a href="#">Find...</a>
2. Too many delays on US19. That road needs to be updated to an expressway through the entire county.	Sun, Feb 8, 2015 12:43 AM <a href="#">Find...</a>
3. CR 39 and Blecher. Hard to cross and numerous accidents.	Wed, Feb 4, 2015 10:38 AM <a href="#">Find...</a>
4. Pedestrian crossings aren't viewable. Traffic lights are too long.	Tue, Feb 3, 2015 2:57 PM <a href="#">Find...</a>
5. Lights on 118th Avenue are sometimes out of sync	Mon, Jan 26, 2015 1:53 PM <a href="#">Find...</a>

in the early morning commute hours and leads to excessive right-lane queuing for those trying to get onto I-275.

6. Pretty much anything to do with mid-county or anything near US19 in north county. Gandy's limited access conversion from the bridge to US19 needs to be completed. A few reactionary NIMBYS and a couple of businesses have no place getting in the way of the needs of tens of thousands of us. 118th/Bryan Dairy needs to be turned into an expressway all the way to Alt19. And some kind of expressway needs to reach downtown Clearwater from the CCC, which needs all of the light removed to Memorial Hwy in Tampa. Every other cent the county spends needs to go to transit improves asap. The county's economy and govt budget is one major recession or gas crunch away from serious problems. Residents need an alternative in place asap!	Sun, Oct 26, 2014 1:56 PM	<a href="#">Find...</a>
7. I-275 from Roosevelt to Gandy Southbound	Tue, May 13, 2014 8:26 AM	<a href="#">Find...</a>
8. dg	Thu, Apr 24, 2014 8:36 PM	<a href="#">Find...</a>
9. Congestion along all major roads. Speed limits need to be lowered in areas where there are no frontage roads, Ulmerton Road for example.	Fri, Apr 11, 2014 1:53 PM	<a href="#">Find...</a>
10. Westbound 70th Ave N @ 49th St. N - Need exclusive r-turn only lane to reduce traffic backup at the light.	Wed, Feb 26, 2014 7:52 PM	<a href="#">Find...</a>
11. 62nd AveN between 16th st. and freeway very unsafe when school lets out.	Fri, Feb 1, 2013 12:51 PM	<a href="#">Find...</a>
12. 62nd AveN between 16th st. and freeway very unsafe when school lets out.	Fri, Feb 1, 2013 12:51 PM	<a href="#">Find...</a>
13. Need Bus service to the St. Pete/Clearwater Airport	Thu, Nov 8, 2012 11:49 AM	<a href="#">Find...</a>
14. Crossing 611 & US 19	Mon, Nov 5, 2012 3:21 PM	<a href="#">Find...</a>
15. Too many start and stops. Not enough traffic light free options. See comments below.	Sat, Nov 3, 2012 11:24 AM	<a href="#">Find...</a>
16. us 19	Fri, Nov 2, 2012 4:09 PM	<a href="#">Find...</a>
17. i travel north from 22nd ave to sunset point road on 49th street, up and over the bayside bridge.....the timing of the lights on 49th street are horrendous.....and then again coming south same way for evening rush hour	Fri, Nov 2, 2012 7:41 AM	<a href="#">Find...</a>
18. West Bay between Clearwater/Largo Rd & Highland at rush hours 102 Ave between Ridge & Oakhurst needs additonal lane. Partial fix was a waste of tax	Fri, Nov 2, 2012 7:11 AM	<a href="#">Find...</a>

\$\$\$\$\$.

19.	I-275 south bound at Roosevelt is a bottleneck every evening.	Fri, Nov 2, 2012 6:18 AM	<a href="#">Find...</a>
20.	US 19, Ulmerton/Roosevelt Merge, Keene/SR580, McMullen Booth Rd.	Thu, Nov 1, 2012 1:56 PM	<a href="#">Find...</a>
21.	At residential corners or those with stop signs, cannot see traffic because of bushes or hedges, so we have to practically inch out into the oncoming traffic lane to see. I am a realtor, this is in every neighborhood.	Thu, Nov 1, 2012 8:33 AM	<a href="#">Find...</a>
22.	Seminole & East Bay, Seminole & Ulmerton, Seminole & Park, Tyrone & 38th Ave	Thu, Nov 1, 2012 7:29 AM	<a href="#">Find...</a>
23.	The long length of traffic signal intervals have an unintended consequence. Drivers choose to speed up to catch a yellow or a "pink" light; to avoid a 3+ to 4+ minute wait for the next green light.	Mon, Oct 22, 2012 12:05 PM	<a href="#">Find...</a>
24.	U.S. 19 North between East Bay Dr & Drew St	Mon, Oct 22, 2012 11:52 AM	<a href="#">Find...</a>
25.	crossing any major road as a pedestrian. Due to safety ,I will get in my car to drive rather than walk a block or two.	Thu, Sep 20, 2012 9:57 AM	<a href="#">Find...</a>
26.	Oakhurst & 102nd take forever and no traffic	Mon, Sep 17, 2012 10:06 AM	<a href="#">Find...</a>
27.	Gulf Blvd. Pedestrian Safety	Mon, Sep 17, 2012 10:04 AM	<a href="#">Find...</a>
28.	66th & 46th Ave. light - too long	Mon, Sep 17, 2012 10:03 AM	<a href="#">Find...</a>

50 responses per page ▼

**answered question** **27**

**skipped question** **141**

15. Please use the space below for additional comments regarding transportation improvement needs in Pinellas County.

Response

Count

[Hide replies](#)

79

- |   |                            |                         |
|---|----------------------------|-------------------------|
| 1. We need public transit to come every 15-30 minutes,go until midnight, and go east-west as well as north-south. We also need like a rail or bus that has its own lane so people are not forced to wait in traffic.  | Tue, Feb 17, 2015 12:56 PM | <a href="#">Find...</a> |
| 2. The biggest need is for an east/west expressway that runs from US19 in the Palm Harbor/Tarpon Springs area, east to the I275/I75 apex, giving the residents of North Pinellas and South Pasco an easier route in and out of the area. This would also help to evacuate the area in the event of a hurricane, potentially saving lives. | Sun, Feb 8, 2015 12:43 AM  | <a href="#">Find...</a> |
| 3. Need to increase sidewalks, pedestrian crossings are many many intersections especially near grocery stores  | Tue, Feb 3, 2015 2:57 PM   | <a href="#">Find...</a> |
| 4. To Whom It May Concern:  | Tue, Jan 6, 2015 1:56 PM   | <a href="#">Find...</a> |

Since before I even ever moved to Clearwater, it seems like Pinellas county has been trying to grind me into the dirt.

In January 2013, I was moving from Sarasota to Tallahassee, and stopped in Clearwater to help a friend build a home computer. We bought all the parts locally, even though I can get them much cheaper online, because I believe in spending money in my local economy. At the time, I was apparently issued a Red Light Traffic Camera ticket for being over the line a 10th of second after the light went red. Because I was moving to Tallahassee, the ticket never reached me by mail. 6 Months later, I was pulled over (on the night my nephew was born, with his father in the car) and informed my license and registration had been suspended. I did everything I could to fight these tickets, and drove back and forth from Tallahassee to Clearwater 3 times trying to get it resolved. The last time, when I asked how they could strip me of my basic rights without any due process at all, the judge literally laughed in my face and through me a brochure for the local transit system. I spent \$100's of dollars driving back and forth, got hit with over \$1,000 in fees, had already paid my insurance 6 months in advance, and lost my job in Tallahassee for lack of transportation.

I ended up going from a normally employed tax paying citizen to a broke indigent overnight it seems. After all this happened, I decided if I was going to be broke and on public assistance, it might as well be on the dime of the county that started it all, so I called my friend in Clearwater to see if I

could stay with him for a while. I changed my EBT account to Clearwater, and moved down here.

Since then, things only got more ridiculous. I sent out a ton of resumes, and first got offered a job in Oldsmar with Pestbear Pest Control. The hours they needed me for were 10am to 7pm every day, and it turned out there was no bus that could get me back from there to Clearwater at 7pm, so I had to call them back and turn down the offered job(2nd job lost). I immediately changed all my resume submittals to Tampa, since the busses there run later. After this, I was hired with Verizon Wireless Cellular Sales and started in December, to work in both the Clearwater and Tampa bay areas(they move you from store to store). When my trainer and team lead found out I was riding the bus, they told me there was no way I could do the job with a bus pass. I assured them I could, and was the first person on shift for every single shift I worked. I left over an hour early every day to make sure that when I missed connections, I still got there on time. Despite this, my trainer sat down with me, asked me how soon I would have a car, and when I told her March, I was let go later the same day, despite having done absolutely nothing wrong (3rd job lost, now to PSTA/HART bad reputation, 50k+/year).

Because I am hard working and ridiculously prepared, I had a back up job lined up. This job now starts January 12th, but in Tampa. After doing everything I could to pick up any kind of temp work, and finally at the end of my rope, I contacted PSTA on Dec. 31st(I literally tried everything I could until the absolute last day to just get the money to pay for the pass) and spoke with Ross Silvers about the Transportation Disadvantaged Program. I explained my issue, and that I could not understand why there is no expediency program for these passes for people actually trying to climb out from poverty. He claimed there was, but told me I would have to contact outside agencies. He gave me contact info for Salvation Army and HEP(Homeless Emergency Project). I contact both agencies, and was told in short there was no way I could qualify with them for one of these passes. I then called PSTA again, at which point I got in touch with Bob Lasher, and explained my issues again. I explained that I was qualified for the pass in November, but paid for it (and a December pass) anyway knowing I would not get one quickly. I then did not submit the application for December/January, because I had gotten a job, which although you never would know the difference, no longer qualified me for the pass,

and I do not lie, cheat, or steal. Then I lost the job(when they found out I had a buss pass), and got the next job, but still have absolutely no way to get there every day.

If I cannot get to this job every day, it will be the 4th job I've lost now due to Pinellas County Policy and Procedure. To be frank with you, I'm over it. I have tried the honest and hard working approach from start to finish, and it does not seem to work with Pinellas County. When I brought this up with Bob Lasher, he did make an attempt to set me up with some local transit cards, and while I do appreciate that, it does not solve my issue of getting back and forth to Tampa for the job I'm hired for. My job starts on the 12th, and I get a paycheck on the 30th, so all i need is to be able to get back and forth to that job through January. When you are indigent/homeless, EBT processes you the same day and gets you a card in less than 10 days, and only that long because the card has to be generated. There is no good reason PSTA cannot do the same in the 21st century. I am calling back and forth, swimming through policy and procedure, and all over a 2x4 inch card someone at PSTA could just hand over.

At this point, I'm going to do whatever I can to get that pass before 12th. Every single day through January, I'm going to file complaints online with:

- A. PSTA customer comment form
- B. Pinellas MPO form
- C. CTD helpline form
- D. and other relevant agencies I find through continuing reseach.

Then, I'm going to help some of the other guys staying at the shelter I'm at(because they all had no idea this program existed, and would also like bus passes) file simialer complaints with a form letter email to all the agencies above. There are at least 5 guys interested already, so this will be at least 15 seperate complaints a day, every single day. I will also be calling in regularly to Bob Lasher, Ross Silver, and whoever there equivalents with HART are, just wasting supervisor time dealing with what should be a non-issue.

I'm sorry if this seems aggressive or extreme, but again, I am about to lose my 4th good paying job over this issue, which can be resolved with a small piece of paper. This issue could be resolved with a January Passport, or even just a refund for my November/December bus passes, since they did

not perform as advertised. I hope someone will contact me back about this issue promptly with a resolution(anytime someone calls me to tell me too bad so sad I will file an additional round of complaints), but if that is not possible, then hey, you'll be hearing from me indirectly every day through all the complaints i file and trouble I cause.

Again, apologies, but I'm at the very end of my rope, and will now do whatever I must within legal boundaries to get out of this situation. If sticking to Policy and Procedure over a 2x4 inch card is more important than a human being's life to your organization, then I can't see why the public shouldn't replace you guys with people that are concerned.

Sincerely,  
Tony Trupia  
534 S. Keystone Dr.  
Clearwater, FL  
516-984-0142

- 
5. Desperately need transit upgrades and corresponding land use changes ASAP. If Greenlight fails, the land use needs changed anyways, apply a transit impact fee only to those developments and redevelopments, and at least use that to build up bus lines and maybe some BRT along those corridors. Downtown St Pete needs a better circulator system.

Sun, Oct 26, 2014 1:56 PM

[Find...](#)

But there especially needs to be better transit service between Clearwater Beach and DT Clearwater. Need something that will be able to bypass traffic on the causeway and help draw people to downtown. Maybe a gondola system that can go due west across the short distance to the south end of Clearwater Key, and then take it along Gulfview and then Coronado to Pier 60. The support piers are few and far between, and the gondola's height would not be above the parking garage bases being built along Coronado anyways, that block whatever westward views properties on the east side of the road had. On the downtown side, it could have a stop at the aquarium, and terminate a few blocks down Pierce where the police station is, and there are those parking garages that often go underused, and that empty block the city of Clearwater uses as surface parking. With a new garage there, the city could capture parking revenue from several thousand

people on peak days, and get all of those cars off the causeway and off of the beach. It would allow further economic development of both the beach and downtown area, without necessarily increasing traffic congestion.

6. Need to provide alternative transportation like Greenlight Pinellas	Tue, May 13, 2014 8:26 AM	<a href="#">Find...</a>
7. dgdf	Thu, Apr 24, 2014 8:36 PM	<a href="#">Find...</a>
8. Development of alternate routes is needed. We can't all travel along a limited number of roads. No more widening please. Improved bus service with more hours. Must find a way for people to access the bus from their neighborhoods. Bus stops along major roads is not working.	Fri, Apr 11, 2014 1:53 PM	<a href="#">Find...</a>
9. I would like to see "Suggested Speed Limit" signs posted on all roadways where the AADT > 15,000. This suggested speed should indicate the speed at which a driver should drive in order to hit most of the green lights. The sign should identify suggested speeds for the AM and PM peak directions.	Wed, Feb 26, 2014 7:52 PM	<a href="#">Find...</a>
10. an overpass for pedestrians on US 19	Thu, Nov 21, 2013 1:28 PM	<a href="#">Find...</a>
11. The line that determines where people stop is not observed by cars; waste of paint.	Thu, Nov 21, 2013 1:27 PM	<a href="#">Find...</a>
12. Need more buses and more frequent service.	Thu, Nov 21, 2013 1:24 PM	<a href="#">Find...</a>
13. I don't like one-way roads!	Thu, Nov 21, 2013 1:24 PM	<a href="#">Find...</a>
14. I hate one-way roads!	Thu, Nov 21, 2013 1:23 PM	<a href="#">Find...</a>
15. Traffic seems to flow - we're not used to the volume! but it seems to flow well.	Thu, Nov 21, 2013 1:23 PM	<a href="#">Find...</a>
16. tax breaks for companies that hire within their zip codes.	Thu, Nov 21, 2013 1:21 PM	<a href="#">Find...</a>
17. Need later bus services, especially down by USFSP and downtown businesses will help students get to class and work.	Thu, Nov 21, 2013 1:20 PM	<a href="#">Find...</a>
18. Need bus pull out bays	Thu, Nov 21, 2013 1:19 PM	<a href="#">Find...</a>
19. Need consistently marked bike lanes. Some places are great and then they suddenly disappear.	Thu, Nov 21, 2013 1:14 PM	<a href="#">Find...</a>
20. Upgrade sidewalks for wheelchair patrons	Thu, Nov 21, 2013 1:12 PM	<a href="#">Find...</a>
21. I really like the Pinellas Trail.	Thu, Nov 21, 2013 1:07 PM	<a href="#">Find...</a>
22. My main concern is for our county getting involved in projects related to Agenda 21. I vote no to Agenda 21.	Wed, Feb 13, 2013 8:12 AM	<a href="#">Find...</a>
23. RFBs problematic - educate public about them	Wed, Feb 13, 2013 8:10 AM	<a href="#">Find...</a>

<b>24.</b>	More trails	Wed, Feb 13, 2013 8:07 AM	<a href="#">Find...</a>
<b>25.</b>	- Finish CST - lower signs so people can see them (too high up for older drivers)	Wed, Feb 13, 2013 8:05 AM	<a href="#">Find...</a>
<b>26.</b>	- should have a brochure "where to ride and not get run over" - East-West trails - Motorcycles should follow rules of road	Wed, Feb 13, 2013 8:02 AM	<a href="#">Find...</a>
<b>27.</b>	We need to ensure a safe drinking water supply before we build any light rail to benefit rich, NY Goldman Sachs investment bankers who want the taxpayers to increase the value of the Rays baseball team sales price by subsidizing transportation to and from baseball games. We do not have the densities to justify the huge capital expense and ongoing operating subsidy of light rail.	Fri, Feb 1, 2013 12:51 PM	<a href="#">Find...</a>
<b>28.</b>	We need to ensure a safe drinking water supply before we build any light rail to benefit rich, NY Goldman Sachs investment bankers who want the taxpayers to increase the value of the Rays baseball team sales price by subsidizing transportation to and from baseball games. We do not have the densities to justify the huge capital expense and ongoing operating subsidy of light rail.	Fri, Feb 1, 2013 12:51 PM	<a href="#">Find...</a>
<b>29.</b>	I would like to see more Express bus routes from Pinellas County to Tampa specifically the 100X & 300X & it would benefit a lot of the riders on these buses if they ran on the weekend. There are lot of people who work in Tampa that live in Pinellas county & vice versa .	Wed, Nov 28, 2012 6:43 PM	<a href="#">Find...</a>
<b>30.</b>	Will commute via bicycle if we could finally complete Progress Energy Trail ! Come on, let's get it done.	Thu, Nov 8, 2012 11:49 AM	<a href="#">Find...</a>
<b>31.</b>	buses need more frequent headway and direct routes.  Would like to see a SR-611 route that does not take side routes	Mon, Nov 5, 2012 3:21 PM	<a href="#">Find...</a>
<b>32.</b>	Need limited access conections between downtown St Pete To Tyrone Mall to US 19, between 49th street and 275, and Gandy Bridge to Beaches. Continue limited access on US 19 north and South.  Trolly transit service along 1st ave S and N between Downtown St Pete and Tyrone Mall with connections to beaches to supplement mass transit service within the county.	Sat, Nov 3, 2012 11:24 AM	<a href="#">Find...</a>
<b>33.</b>	We have enough roadways. Let's focus on making	Fri, Nov 2, 2012 4:09 PM	<a href="#">Find...</a>

the roadways safer (redlight cameras, countdown walk signs, traffic calming, beautification, policing) and on infrastructure for trains, bikes and peds.

34.	too many times you leave a red light and the next light ahead of you turns red as you travel to it - that just is so illogical  plus in pinellas park wither there are 3 lights in 8 blocks those need to be timed better also - 70th ave, 74th ave (park blvd) and 78th ave....i've never made all 3 of them at once.....in over 3 years making my work commute....that's freakin ridiculously bad timing	Fri, Nov 2, 2012 7:41 AM	<a href="#">Find...</a>
35.	I'm not sure but the widening of Bryan Dairy bet. Belcher and Starkey, may only be to add turn lanes??? Hopefully, it is to match up with 3 lanes on either side.	Fri, Nov 2, 2012 7:11 AM	<a href="#">Find...</a>
36.	If buses ran more often, riders would increase, as the did on the beach trolleys.	Fri, Nov 2, 2012 6:18 AM	<a href="#">Find...</a>
37.	The bus service is seen as a low income form of transportaion and it seems to be funded and run that way. Pinellas County is a wide area of service without the major hubs like a large city. Therefore, transportation needs to be treeted differently. We have a large portion of retirees and tourists here so our transportaion system nees to accommodate them, not just workers..	Thu, Nov 1, 2012 1:56 PM	<a href="#">Find...</a>
38.	Perhaps Bus Rapid Transit should be considered if we cannot afford Rail	Thu, Nov 1, 2012 7:29 AM	<a href="#">Find...</a>
39.	Faster bus service; more evening/weekend bus service	Mon, Oct 29, 2012 2:38 PM	<a href="#">Find...</a>
40.	I am a avid bicyclist from California, you need more bike lanes here	Mon, Oct 29, 2012 2:38 PM	<a href="#">Find...</a>
41.	Safer pedestrian crosswalks	Mon, Oct 29, 2012 2:37 PM	<a href="#">Find...</a>
42.	Faster bus service; more evening/weekend bus service	Mon, Oct 29, 2012 2:36 PM	<a href="#">Find...</a>
43.	Faster bus service	Mon, Oct 29, 2012 2:36 PM	<a href="#">Find...</a>
44.	Safer pedestrian crosswalks	Mon, Oct 29, 2012 2:35 PM	<a href="#">Find...</a>
45.	Safer pedestrian crosswalks	Mon, Oct 29, 2012 2:30 PM	<a href="#">Find...</a>
46.	Safer pedestrian crosswalks	Mon, Oct 29, 2012 2:29 PM	<a href="#">Find...</a>
47.	No red light cams on right turn on red, they make too many mistakes.	Mon, Oct 29, 2012 2:28 PM	<a href="#">Find...</a>
48.	Faster bus service; more evening/weekend bus service; A 7 mile (reg. 15 minute) bus trip from my	Mon, Oct 29, 2012 2:27 PM	<a href="#">Find...</a>

apt on 54th Ave. s. to Stetson is a 2 hr+ bus trip (requiring 2 route changes) - this is not a viable option for me.

49.	Sinc traffic signals!	Mon, Oct 29, 2012 2:25 PM	<a href="#">Find...</a>
50.	Safer pedestrian crosswalks	Mon, Oct 29, 2012 2:25 PM	<a href="#">Find...</a>
51.	More evening/weekend bus service; more signs	Mon, Oct 29, 2012 2:24 PM	<a href="#">Find...</a>
52.	more stop signs	Mon, Oct 29, 2012 2:24 PM	<a href="#">Find...</a>
53.	Safer pedestrian crosswalks; faster bus service	Mon, Oct 29, 2012 2:23 PM	<a href="#">Find...</a>
54.	Safer pedestrian crosswalks	Mon, Oct 29, 2012 2:23 PM	<a href="#">Find...</a>
55.	Faster bus service	Mon, Oct 29, 2012 2:22 PM	<a href="#">Find...</a>
56.	the I-275/175/375 exchange is horrible. Fix it. Also, an express Gandy Bridge should be created.	Mon, Oct 29, 2012 2:21 PM	<a href="#">Find...</a>
57.	Make US-19 into a true highway	Mon, Oct 29, 2012 2:20 PM	<a href="#">Find...</a>
58.	Pave roads in neighborhood; junk in yards	Mon, Oct 29, 2012 2:19 PM	<a href="#">Find...</a>
59.	Thank you for the trail! Wonderful!	Mon, Oct 29, 2012 2:19 PM	<a href="#">Find...</a>
60.	Safer pedestrian crosswalks	Mon, Oct 29, 2012 2:18 PM	<a href="#">Find...</a>
61.	Love the beach trolley	Mon, Oct 29, 2012 2:18 PM	<a href="#">Find...</a>
62.	No more tolls - especially not our beaches	Mon, Oct 29, 2012 2:17 PM	<a href="#">Find...</a>
63.	Safer pedestrian corsswalks; more evening/weekend bus service	Mon, Oct 29, 2012 2:16 PM	<a href="#">Find...</a>
64.	Faster bus service	Mon, Oct 29, 2012 2:14 PM	<a href="#">Find...</a>
65.	Safer pedestrian crosswalks; faster bus service	Mon, Oct 29, 2012 2:14 PM	<a href="#">Find...</a>
66.	I like the timing on 1st N & S & Central.	Mon, Oct 29, 2012 2:13 PM	<a href="#">Find...</a>
67.	safer pedestrian crosswalks	Mon, Oct 29, 2012 2:12 PM	<a href="#">Find...</a>
68.	safer pedestrian crosswalks	Mon, Oct 29, 2012 2:12 PM	<a href="#">Find...</a>
69.	remove stop light cameras	Mon, Oct 29, 2012 2:11 PM	<a href="#">Find...</a>
70.	Safer pedestrian accommodations; more bicycle education for motorists and cyclists; keep Friendship Trail Bridge	Mon, Oct 29, 2012 7:03 AM	<a href="#">Find...</a>
71.	continue to improve the system.	Mon, Oct 29, 2012 7:01 AM	<a href="#">Find...</a>
72.	More evening/weekend bus service; faster bus service	Mon, Oct 29, 2012 6:59 AM	<a href="#">Find...</a>
73.	Roadway widening throughout Pinellas is at it's most effective level; since I moved here almost 20 years ago.	Mon, Oct 22, 2012 12:05 PM	<a href="#">Find...</a>
74.	The projects take too long to complete. The	Mon, Oct 22, 2012 11:52 AM	<a href="#">Find...</a>

temporary road surfaces are not acceptable, dangerous and impede traffic flow immensely.

75.	No express bus service from Tarpon Springs to Clearwater.	Mon, Oct 22, 2012 11:42 AM	<a href="#">Find...</a>
76.	High speed rail, better transit in in "entertainment" areas in the county.	Thu, Sep 20, 2012 9:57 AM	<a href="#">Find...</a>
77.	Most important needs are safer bike lanes and better commuter service on busses. Busses must allow extra bikes on bus if handicap seating is not in use.	Mon, Sep 17, 2012 10:06 AM	<a href="#">Find...</a>
78.	No sidewalk on 46th Ave. N. between 66th & 49th St.	Mon, Sep 17, 2012 10:03 AM	<a href="#">Find...</a>
79.	More protection for bicycle lanes!	Mon, Sep 17, 2012 10:02 AM	<a href="#">Find...</a>
80.	Pinellas County needs a highway corridor to connect west to the highways in east county. Building a bi-way over an existing corridor like Ulmerton would allow the current road to exist under while having a toll expressway above that would facilitate traffic to and from West Pinellas. This would bring more people and business to the west side of pinellas and the beaches.	Fri, Aug 17, 2012 3:00 PM	<a href="#">Find...</a>

100 responses per page ▼

**answered question** **79**

**skipped question** **89**

16. The MPO distributes its newsletters and notices about coming workshops and other events through E-mail. E-mail address are not sold or shared with other organizations. If you would like to be added to our E-mail list, please type your email address in the space below. E-mail addresses are public records under Florida law and are not exempt from public-records requirements. If you do not want your e-mail address to be subject to being released pursuant to a public-records request, do not send electronic mail to this entity.

Response

Count

[Show replies](#)

7

**answered question** **7**

skipped question

## Appendix C: Fact Sheets



## WHAT IS THE PLAN?

The Pinellas Transportation Plan is a 25-year vision of transportation improvements that best serve our community's needs and expectations.

*The Pinellas County Metropolitan Planning Organization (MPO) develops the Plan every five years to account for the latest growth patterns and goals for the future.*

## WHY IS THE PLAN IMPORTANT?

*If we want Pinellas County to continue to grow a strong economy and be a desirable place to live, work, and play, we need to make sure people are able to travel safely, efficiently, and comfortably.*

The Plan identifies future transportation projects and priorities that will maintain and improve the transportation system in Pinellas County over time. All means of travel are considered, including:

- public transportation
- bicycle
- pedestrian
- freight/truck
- roads

Having this Plan is required to secure state and federal transportation funds for projects.

## HOW DO WE FIND THE RIGHT MIX OF PROJECTS?

*The first step in determining the right projects for the future is to understand how people and goods need to move around the county.*

- Where are people traveling?
- Where are the trouble spots now?
- Where do we foresee future congestion problems?
- How can we accommodate all transportation needs?

Your answers to these questions will help determine the right mix of projects.

*Through this planning process, decision-makers and the public will have identified:*

- **Transportation and mobility** improvements
- **Funding** options
- **Future steps** for meeting plan goals while improving conditions for all major travel modes.

## HOW CAN I HELP?

*Get involved and share your thoughts and opinions while helping to create a transportation system that offers a better quality of life for Pinellas County citizens.*

There will be public meetings, telephone town hall meetings, an online forum, and social media, all available and occurring over the next year. Adding your voice to these discussions is critical to the Plan's success.

Visit [www.TellUsPinellas.com](http://www.TellUsPinellas.com) to learn more about the Pinellas Transportation Plan and to get involved.

## OUR TRANSPORTATION SYSTEM IS MADE UP OF...

**191** Pinellas Suncoast Transit Authority (PSTA) buses that serve 5,159 bus stops on 37 routes with 13.1 million trips (in 2011)

**945** miles of major roadways

**677** miles of sidewalk coverage on major roads (in 2010)

**201** miles of bicycle lanes and trails (in 2010)

*That's a **big system** – how can we make it better for our community?*



## HOW DO WE STRENGTHEN OUR COMMUNITY?

In Pinellas County, unemployment persists and homes are vacant, putting our neighborhoods at risk for decline.

This Plan aims to prioritize transportation improvements that will:

- attract new, higher paying jobs and young professionals,
- improve accessibility, especially for those aging in place, and
- move all people and goods more safely and efficiently.

## HOW DO WE PAY FOR THIS PLAN'S RECOMMENDATIONS?

Previously reliable sources of funding for roads and transit have become less reliable over the past few years. This Plan seeks to prioritize projects, maximize benefits, and explore new revenue sources.

Roadway improvements are funded in part by revenues from local, state, and federal gas taxes, which are decreasing since people are driving more fuel-efficient vehicles, and are finding ways to drive less.

Transit service is funded in part by property tax revenues, which have also been declining.

*With existing revenues declining, this Plan needs to identify sustainable funding sources to allow the county to meet its transportation needs.*

## HOW DO WE MAKE TRANSPORTATION OPTIONS MORE USEFUL?

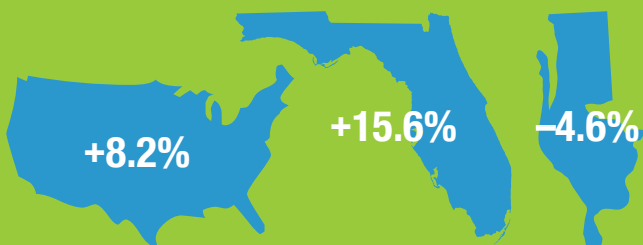
People are increasingly seeking travel options in addition to driving, such as riding the bus, bicycling or walking.

This Plan seeks to identify more transportation improvements that relieve congestion and make these options more viable, such as:

- bus service enhancements,
- bicycle and pedestrian improvements,
- safety upgrades, and
- congestion management/signal coordination projects (a.k.a. Intelligent Transportation Systems or ITS).

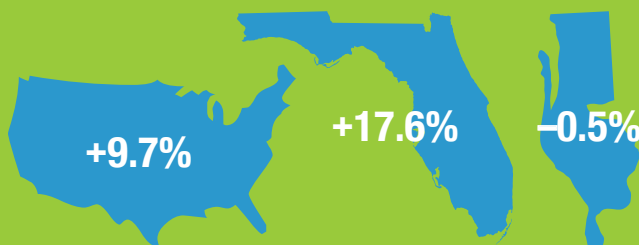


10 Year Employment/Jobs (2000-2010)



Source: 2011 American Community Survey

10 Year Population Growth (2000-2010)



Source: 2010 Census



# PINELLAS TRANSPORTATION PLAN

PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION



**SURROUNDED BY WATER ON THREE SIDES, PINELLAS COUNTY HAS VERY LITTLE UNDEVELOPED LAND REMAINING. AS WE LOOK TO THE FUTURE, HOW CAN THE COUNTY BEST ACCOMMODATE FUTURE GROWTH, ATTRACT NEW JOBS, AND MAINTAIN THE QUALITY OF LIFE ENJOYED BY THE NEARLY ONE MILLION PEOPLE WHO CALL PINELLAS HOME?**

## CURRENT TREND

What would happen if the present trend continues? New growth continues to spread across the county, placing development pressure on established communities. No major changes are made to transit, and congestion is addressed by completing remaining road projects, intersection improvements, and congestion management technology.

## WHERE DO PEOPLE LIVE?



*Most people continue to live in single family homes separated from amenities and job centers.*

## HOW DO PEOPLE GET AROUND?

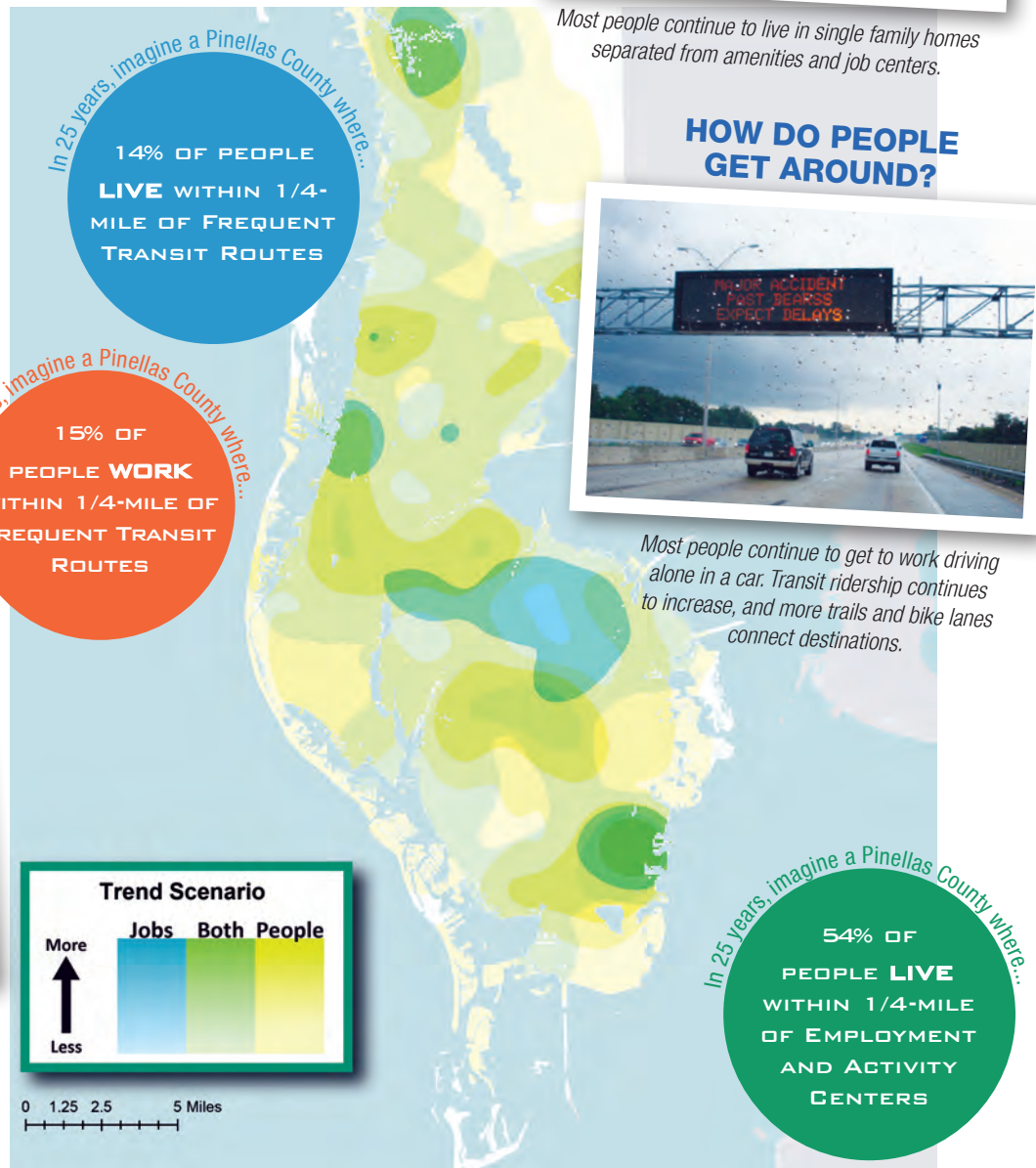


*Most people continue to get to work driving alone in a car. Transit ridership continues to increase, and more trails and bike lanes connect destinations.*

## WHERE DO PEOPLE WORK?



*The current job and activity centers would see some growth. Downtown St. Petersburg, Downtown Clearwater, and Greater Gateway would capture most employment opportunities, with others spreading along key roads or into neighboring counties.*



**INVESTMENT IN TRANSIT AND LAND USE** Changing our land use rules and the way we invest in transportation can drastically change our future and lead to what people say they want: more travel options, safe places to walk and bike, vibrant downtowns and stable neighborhoods, and a dynamic Pinellas County with job growth.

This future assumes major improvements to bus service, a new light rail transit system, and the completion of remaining major roadway projects. Buses will come every 15 minutes along many roads, and light rail service would connect Downtown Clearwater, Greater Gateway, and Downtown St. Petersburg, with significant changes in population and employment growth concentrated around transit station areas.

## WHERE DO PEOPLE WORK?



Employment growth is seen across the county, with new industries and jobs being attracted to station areas with concentrations of activity, work, and life.

## HOW DO PEOPLE GET AROUND?



While cars are still common, it is not necessary to own or drive a car to get around conveniently. Tourists are able to travel to and from the airports, beaches, parks, and other attractions. Bicycle and pedestrian investments continue, and people feel safer traveling by these modes.

## WHERE DO PEOPLE LIVE?



Housing choices are increased, and Pinellas County residents, including a substantial number of people new to the county, can find homes in stable neighborhoods with single family homes, as well as newly redeveloped areas near the transit stations with townhomes, condos, and apartments.



New housing is mixed with other uses like neighborhood retail and office.



## **Appendix D: Focus Group Report**



Pinellas County Transportation Plan  
Focus Groups  
October 29 – November 1, 2012

Prepared for:



Pinellas County MPO  
310 Court Street  
Clearwater, FL 33756

Prepared by:

the kenney group

1999 Broadway #4190  
Denver, CO 80202

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## Pinellas County MPO Transportation Focus Groups – Summary & Analysis

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### 1.0 Executive Summary

As part of the Pinellas County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan update, The Kenney Group conducted a series of focus groups with Pinellas County residents October 29 – November 1, 2012. This public opinion research was one component of a broader public engagement and input-gathering effort.

There were two primary objectives for these focus groups:

1. To better understand the concerns, priorities, needs and desires of Pinellas County residents for transportation and mobility; and
2. To obtain feedback on potential funding tools that could be used to finance transportation improvements.

These focus groups were structured with three sets of subgroups: geographic areas within Pinellas County; age (one group of young adults 20-30 years old, and another group of seniors); and two groups of residents from traditionally underserved communities in the Clearwater and St. Petersburg areas. The participants were recruited to approximate a general profile of the county at large, including gender balance within each group.

### 1a. Key Findings

The key findings from the focus groups are:

**1. There is a high level of dissatisfaction with traffic congestion and the transportation system in Pinellas County.**

While the focus group participants were positive about the quality of life and amenities in Pinellas County (particularly outdoor recreation opportunities), the transportation system and traffic congestion were the most top-of-mind complaints about living and working in Pinellas County. This was true across all focus groups and geographic areas.

**2. A transportation dilemma is that some of Pinellas County's most visible traffic congestion-relief solutions are also viewed as part of the problem.**

The highest intensity complaint about the transportation system was the perception that many high-use arteries and highways—particularly Highway 19—have been disrupted for many years by construction, and the projects will impede mobility into the foreseeable future. Focus group participants acknowledged that the road widening projects and overpasses on Highway 19 will improve the driving experience, but they expressed a high level of exhaustion and frustration with the amount of road construction.

**3. The Pinellas County bus system is not perceived as a user-friendly option.**

Perceptions of limited service hours and routes, lack of connections, and few express routes were consistent across the board. Few of these focus group participants are regular

or frequent riders on the Pinellas Suncoast Transit Authority (PSTA), but bus users and non-users alike shared the perception that the bus routes and services are neither user-friendly nor easy to access. The importance of a strong bus system for Pinellas County's workforce (particularly for wage earners and workers in the tourism and healthcare markets who have varying work shifts), and for the health of the local tourist market, was a consistent value discussed in each of the focus groups.

**4. Investing in non-driving travel modes is a priority.**

While the highest transportation priority identified in the focus groups was improving the driving infrastructure and traffic flow (e.g., intersection improvements, completing overpasses on Highway 19), the focus groups also emphasized a desire for more options: bus service, more pedestrian connections, and more bike lanes and trails—even if they did not anticipate using those alternative modes themselves. Participants favored these strategies both to reduce traffic congestion and to provide more travel mode options.

**5. There is a lack of clear understanding about rail transit.**

Opinions were divided on rail transit as a potential transportation solution for Pinellas County. Some participants felt strongly that rail is not cost effective and the wrong approach for Pinellas County, while others felt just as strongly that it rail a critical transit option that could improve commuting options and connections to the region. On the whole, focus group participants showed limited knowledge of rail transit alternatives or how rail transit works in other US cities.

**6. The conversation about local transportation funding had a clear theme: the broadest-applied funding tools are the most-preferred.**

Among the funding options discussed in the focus groups (sales tax, gas tax and property tax), participants supported a sales tax option because it provides the broadest funding stream and includes economic activity from both residents and visitors. The focus groups clearly voiced concerns about additional taxes and fees in this struggling economy and job market; local government transparency and accountability; and local governments' ability to complete projects in a timely manner.

**7. A high value is placed on better transportation connections to the Tampa Bay region.**

As one focus group participant noted, "If you live in Pinellas, you live in the Tampa area." Having better transportation connections to the Tampa Bay region is viewed as a priority for many reasons: work, entertainment, education and access to the Tampa airport. There was broad support for the idea that Pinellas and Hillsborough counties need to work together to improve transportation connections. However, most focus group participants did not have much grasp of the particulars of moving in that direction—including whether HART and PSTA should merge.

## 2. Background & Research Objectives

This memo outlines the key findings from a series of focus groups conducted with Pinellas County residents on transportation issues. The research effort included eight focus groups in all: four groups segmented by geography within the county (residents from “North,” “Mid-County,” “Mid-South” and “South”); two county-wide groups segmented by age (a young adult group ages 20-30 years, and a seniors group 60-years and older); and two groups from traditionally underserved communities in central Clearwater and St. Petersburg, which we defined through socio-economic data and geographic boundaries.

The key objectives for these focus groups were as follows:

1. To better understand the concerns, priorities, needs and desires of Pinellas County residents for transportation and mobility; and
2. To obtain feedback on various potential funding tools that could be used to finance transportation improvements.

Focus groups are a qualitative research tool. Unlike phone surveys or other quantitative research methods that use much larger sample size populations, the emphasis in focus groups is on the language, perceptions and attitudes to help researchers, policymakers and stakeholders better understand why people think the way they do, and what criteria they use to form their opinions. Thus, while the findings shed light and add depth to public opinion research on community attitudes, the findings from focus groups cannot be projected or attributed to the general population of Pinellas County.

## 3. Methodology

The focus group participants were recruited at random with a live screening interview, and the groups met on October 29, 30, 31 and November 1 (two per evening, fifteen persons per group) in 90-minute moderated discussions. Groups One through Six on the first three nights were conducted at a focus group facility located in Safety Harbor. Groups Seven and Eight were conducted in the University of South Florida–St. Petersburg campus. Here is a description of the focus groups’ composition:

- **Group One: North County:** Participants were recruited from the northern section of the county that includes Safety Harbor, Tarpon Springs, Dunedin, Oldsmar and Safety Harbor (mixed gender, mixed age).
- **Group Two: Mid County:** Participants were recruited from the central portion of the county (with an emphasis on beach communities) that includes Clearwater, Belleair, Belleair Shore, Largo, Belleair Bluffs, Belleair Beach and Indian Rocks Beach (mixed gender, mixed age).
- **Group Three: Traditionally underserved, Clearwater area:** Participants were recruited from neighborhoods east and south of Clearwater’s central business district, using 2010 census data for household income and ethnicity. The recruiting interviews screened for household income (\$40,000 or less), and the group was mixed gender and mixed age.

- **Group Four: Young adults 20-30 years:** Participants between ages of 20 and 30 years old were recruited countywide (mixed gender).
- **Group Five: Seniors 60+ years:** Participants ages 60 years and older were recruited countywide (mixed gender).
- **Group Six: Mid-South County:** Participants were recruited from the central-south portion of Pinellas County that includes Pinellas Park, Seminole, Indian Shores, Redington Shores, North Redington Beach, Madeira Beach and Kenneth City (mixed gender, mixed age).
- **Group Seven: Traditionally underserved, St. Petersburg area:** Participants were recruited from St. Petersburg and south St. Petersburg neighborhoods, using 2010 census data for household income and ethnicity. The interviews for participants screened for household income (\$40,000 or less), and the group was mixed gender and mixed age.
- **Group Eight: South County:** Participants were recruited from the southern portion of Pinellas County that includes St. Petersburg, Treasure Island, Gulfport, South Pasadena, and St. Pete Beach (mixed gender, mixed age).

The focus groups were moderated by Ben Kelly, a consultant with The Kenney Group, a public affairs consulting and research firm based in Denver, CO that has conducted public opinion research on transportation issues in the Tampa Bay region and other major metropolitan areas nationwide.

### 3a. Discussion Guide

These focus groups included more than 100 residents from every corner of Pinellas County, each of them with their own transportation experiences, length of residence in the Tampa Bay region, commuting patterns, travel destinations, household compositions, and mobility advantages and disadvantages. Because of this diversity, a uniform discussion guide was used to maintain consistency between the groups, and to ensure that the same areas of inquiry and discussion were included in each group session. The focus group discussion guide is included in this report in Appendix A.

## 4. Key Findings

### 1. There is a high level of dissatisfaction with traffic congestion and the transportation system in Pinellas County.

A common theme in these focus groups was the perception that Pinellas County's transportation system is inadequate in all travel modes (driving, public transit, walking, biking). The participants noted that these conditions—combined with the perceived increase in traffic congestion—can negatively impact Pinellas County's otherwise high quality of life. Some participants' word choices to describe local transportation set the tone: "horrible," "frustrating," "painful," "difficult to get around," "way behind. . .in the dark ages." Also, most

focus group participants generally accepted the idea that traffic congestion will continue to get worse in the years ahead.

*"[I don't like] my drive to work. . . When there's no traffic, it might take me 25 minutes. With traffic in the morning, it takes me well over an hour. That's time that's pulled away from my family or other things I could do. I contemplated even taking the job because of it being so far. If we could get around more efficiently, we could use our time more wisely." (Cherlyn, Group 1)*

*"The thing I don't like is the amount of traffic. There are very few times of the day when you can go out and you don't run into two or three light changes at every large intersection. That gets frustrating after a while. And obviously, it's worse when the tourists are here. Even now, when we want to get to someplace, we have to start a lot earlier than you would normally." (Tom, Group 5)*

While perceptions of traffic congestion were consistently negative, the level of intensity varied between focus groups. Some seniors (most of them retirees) who have lived in Pinellas County for many years remarked that traffic congestion is a much bigger problem today than ever before, but their schedules and lifestyle allow them to work around rush hour and high-traffic times. Also, nearly all of the participants in the young adult focus group did not agree that traffic congestion is a very serious problem, and were quick to say that traffic congestion does not impact them significantly on a day-to-day basis. One notable exception was a participant in the young adult group who commutes two-plus hours each day to work in Tampa—where he noted “the career opportunities are more plentiful.” So while traffic congestion in Pinellas County is indeed a hot-button issue, participants’ views varied on how much the driving experience impacts their personal lives.

## **2. A transportation dilemma is that some of Pinellas County’s most visible traffic congestion-relief solutions are also viewed as part of the problem.**

Across the board, one of the most-frequently cited complaints about Pinellas County’s transportation system was the disruption caused by the many road widening and reconstruction projects, especially on Highway 19. Focus group participants expressed a high level of exhaustion with the road widening and overpass projects, underscored by their perception that the projects have been “going on forever” with “no end in sight.”

*[My issue is] "the constant construction. I moved here when I was one and ever since - and my parents always complain about it too - there's constant construction. They've been working on 19 my entire life. They've been widening it, constantly widening it." (Kelsey, Group Four)*

*"There are so many road construction projects all going on at the same time, that you can't go three blocks without running into something. . . From my standpoint, I'd say 'pick something, plan it, fix it, get it over with, go to the next one.' But right now, probably*

*within three miles of my house, I can count about eight major road construction projects and it totally messes up traffic." (Tom, Group 5)*

*"On 19, I just wish they would finish one project before they started another. In road construction, nothing's getting finished. I'm on the road all day, all I do is drive. Nothing's getting finished." (Alan, Group 2)*

*"But [19] is always under construction, though. They tear it up, and it's not like they ever complete a section. . .it's like they go on a tear up another section and then another section, so it's never completed." (Barbara, Group 8)*

*"Complete 19, get it done, get it out of the way. They're spending more time doing little sections." (Lynda, Group 5)*

So these roadway projects have created a strong tension between their traffic-alleviating purpose and the traffic-slowing impacts of the construction itself. Still, most participants readily granted that the completed overpasses and improvements on Highway 19 will eventually make their driving experience more positive.

The implications of these negative perceptions are serious and deserve some attention. The long duration of these projects, combined with a perception that individual road projects are not as well-planned or coordinated as they could be, cast a negative light in these focus groups on how future infrastructure projects would be implemented. This theme is neither new nor unique to Pinellas County, and it is typically framed as: *"How can our local government think about ever taking on massive Project X, when they can't even complete or implement Project Y?"* These focus groups indicate that future transportation funding proposals will have to confront, and overcome, some widely-held perceptions that more transportation construction projects will only prolong today's traffic snarls and create more obstructions to mobility.

### **3. The Pinellas County bus system is not perceived as a user-friendly option.**

The focus groups' overall perception of PSTA was that it is a critical service but difficult to use. Many participants described their perceptions that bus stops are unacceptably long distances from final destinations; that there is a lack of express bus routes, especially between the north county and the south county's jobs and entertainment destinations; that local bus routes and hours of service are limited; and that the system suffers from a shortage of park-and-ride lots, a lack of circulator routes, and long delays between bus transfers.

*"Buses, they should have later time for people who get off work late who don't have cars. They need transportation. If there was a way it could stay a little later so they could get home." (Theresa, Group 7)*

*"The buses need more stops and more frequency because it's too long in between...There's just not the frequency there needs to be." (Veronica, Group 1)*

*"Add more routes and more times for pickups and drop-offs. I'm not a bus rider, but I do know people who use the bus and I hear them complaining that they have to wait two*

*hours for the next bus, or it's out of the way, and if you work in St. Pete and you live in Clearwater, you have to get up at five in order to make it to work at 8.” (Erma, Group 3)*

*“My husband used to ride the bus to work. We live in Seminole, and he used to ride the bus when he worked in downtown St Petersburg. . . And he would catch the bus at the high school at 6am, and he'd get there before 8. It was really pretty efficient. And they cut the route.” (Trudy, Group 6)*

*“My mother, she's in her eighties so I have to drive her everywhere. When she moved to St. Pete, she could get around everywhere. I think there were more buses. But where we live now in Safety Harbor, I have to drive her everywhere because the bus stop is about a mile away and she can't walk that mile.”(Diane, Group 1)*

These views were voiced not only by participants who never use PSTA services—indeed, more than half of them said they have never ridden a PSTA bus—but also by the handful of participants who regularly use the system.

*“I wish they had more buses in the rush hour in the afternoon. Ulmerton Road is ridiculous for driving, you start work the minute you get in the car because of the traffic. I still take it because I do it twice a week - but the thing is that the one bus that comes, if I miss it, I'm late, I have to walk from where the 59 leaves me which is about a mile to [work]. And if I miss this bus or it comes late, then I'm late for work. They should have more rush hour [service] between 7 and 9 in the morning and 4 and 7 at night. [Moderator: Why do you take the bus?] Well, the way gas was going, plus when I take the bus I feel more relaxed when I get into work. And when I lived in Philadelphia that's all I did. I never drove. It was great just getting on the subway.” (Charles, Group 2)*

*“When you catch the bus and you have to transfer to another one, there's a small window, it's like two seconds to get off and get on the other one that's leaving. There should be bigger window. One should get there a little earlier, and the other leave a little bit later.” (Fred, bus-dependent senior, Group 7)*

The two focus groups from traditionally underserved areas of Clearwater and St. Petersburg featured more participants who had either used the PSTA system or knew somebody who uses the system regularly; their comments also emphasized the inadequacy of the system. In most cases, perceptions about PSTA service reductions were attributed to budget cuts and cost-saving measures in a tough economy. There was no specific mention of recent increases in PSTA ridership, aside from one comment that the economic conditions have compelled “more and more people” to use the system. In fact, a couple participants said that recent service cuts were made because of a decline in ridership among Pinellas County residents.

One bus transit service that received several positive mentions was the Jolly Trolley based in Clearwater. Participants viewed it as a tourism and entertainment-oriented service and an amenity for area restaurants and retail. The service was sometimes cited in the context of the challenges local residents face with vehicle access and parking at the Clearwater-area beaches—the Jolly Trolley provides an alternative. (There were frequent complaints about the paid parking lots at the beaches, particularly among participants who are longtime Pinellas County residents and remember when parking at the beaches was free.)

*"I'd like to see mass transit get their act together, and get a Jolly Trolley. . .which takes people to events. . .and to the beach" (Laura, Group 3)*

*" . . .But if they ran the trolley for events through Clearwater, Dunedin, Palm Harbor, picking up people and bringing them into the events, there's a lot more money to bring into the area." (Debbie, Group 1)*

The perceived shortcomings in bus service are both a challenge and an opportunity for any future transportation funding proposals in Pinellas County. Backers will have to make a clear case for how the proposal will strengthen the bus system with more local and express routes, more flexibility, more hours of service, and more user-friendly infrastructure that promotes ridership (e.g., park-n-ride lots). If that case can be made, then these focus group discussions indicate that the public would be receptive.

#### **4. Investing in non-driving travel modes is a priority.**

Focus group participants consistently commented that non-driving travel options in Pinellas County are inadequate and should be better. Specifically, they discussed how they want the county's bus transit system to provide more mobility options, even if they do not plan to use it:

*"People don't like buses, but buses are the answer for many people." (Melanie, Group 1)*

*"And it's not just the elderly or the disabled that want to use public transportation. I think people are becoming more environmentally minded and they want to travel like that, but this area has such issues and such a long way to come, I just don't know how it can all come together." (Laurie, Group 1)*

*"We need mass transit. Our mass transit sucks compared to other places, like New York or Atlanta. And our bus system - it's OK, and it's getting better, but more and more people are using it, with the economy and everything. We really need mass transit." (Patty, Group 6)*

*"I'm thinking of the seniors. Too many of us complain that they don't know when to give up the keys, but if there was a decent bus service. . .My mother lived in Vancouver and she could travel that whole city, she could go everywhere. But here, as a senior, it's very hard to get on a bus to go somewhere. So you stick to your car." (Shaine, Group 1)*

While the Pinellas Trail received very good marks as a recreational amenity, there was a nearly-universal perception that sidewalks and pedestrian connections in Pinellas County are severely lacking.

*"I lived in San José and San Francisco, and there they have multiple ways to get around. I know we are really spread out, but so are San José and San Francisco and they have so many options. This is not a pedestrian-friendly place or a bike-friendly place. I used to ride 12 miles a day, but I don't do it anymore. You'll get killed." (Cheri, Group 6)*

The focus groups also showed a split-personality about bicycling: some participants strongly advocated for more bike lanes to encourage recreational cycling and bike-commuting, while others strongly advocated for moving cyclists off the streets as a strategy to ease traffic flow.

*"There should be more bike lanes for safety reasons. There's a lot of people that ride bikes, and if they're in the middle of traffic they're going to get hurt - and that happens all the time." (Veronica, Group 1)*

*"I think we need more sidewalks and trails for pedestrians and bikes, because I don't feel like those bike lanes on the side of the road are safe. I think that is an accident waiting to happen." (Laurie, Group 1)*

*"[My issue is] the bike riders. Some areas, they have the sidewalks where bike riders can ride. And some where they can't ride their bike. And you're driving, and you have to cut around them. They need more streets where the bike riders could ride. So that's a real big problem. You're trying to drive and watch out for the car on one side and the bike rider on the other side." (Annie, Group 3)*

One caveat about bus service: While most focus group participants generally supported additional investments in bus service—in many ways as the “safety net” mobility option for seniors and low income workers—this point of view shifted somewhat when the discussion moved to funding. Some participants indicated resistance to paying additional taxes and fees for a service they do not expect that they will use themselves. This has important implications in terms of potential funding proposals for transportation and how they are packaged.

*"[I would not support a property tax for transportation] because it's my property, and how is an increase property taxes going to help transportation? I don't see how taxing homeowners can improve transportation. . . .Because, I don't ride the bus, so why should I be taxed for something that I'm not even using?" (Cynthia, Group 3)*

*"If it was across the board, I think [a sales tax for transportation] would be a lot of money. But I can't sit here and say that I want all of that going to the bus transit system, because that's not something that I probably would use. However I'll say that if it maybe could be cut and portioned to the other things on that list, like the speed rail, but I can't say that I want to spend one percent on a dollar. . . and give it all to buses." (Lisa, Group 7)*

## **5. There is a lack of clear understanding about rail transit.**

Rail transit was discussed in a very general fashion without specifics on alignments, type of rail transit mode (commuter rail, light rail, etc.), costs or station locations. Focus group participants expressed a wide range of attitudes and perceptions about rail transit as a potential addition to Pinellas County's transportation system:

*"In my estimation, we need rail. We have needed rail for a long time. We voted for it. But we're not getting it." (Patty, Group 6)*

*“If there was one thing that would really help, it would be a monorail system. Something to get people from Pinellas to Hillsborough. Because a lot of people go back and forth, all the time, everyday. Or commuter train, something like that.” (Doug, Group 6)*

*“My question is that you go either direction, and when you get to the end, you have no car—what do you do? So that's the problem with the rail, once you get to the other end, there needs to be something so you can go.” (Jill, Group 1)*

*“What can a rail system do that a bus system can't do? Nothing, except a bus system isn't as jazzy as a rail system.” (Tom, Group 5)*

One clear finding from this very general discussion about rail transit is that the focus group participants showed limited knowledge of—or much exposure to—rail transit systems in other US cities. From focus group to focus group, the discussions on rail transit regularly generated a wide range of analogies that included:

- The high-speed rail line from Tampa to Orlando—which was always mentioned in the context of the rejected federal stimulus funding to build that project in 2011.
- The Tri-Rail system in Miami
- Subways
- The HART trolley in downtown Tampa
- MARTA commuter rail in Atlanta
- Elevated monorail systems at Disney parks and other cities

If a rail transit proposal is going to be fairly evaluated by Pinellas County residents and voters in the future, a *significant* amount of basic education will be required. A few focus group participants raised rail transit as their top transportation priority (usually envisioned with a connection to Tampa), and others indicated that they were at least open-minded about it. But in the absence of specifics on Pinellas County route(s) and alignment(s), stops and stations, levels of service, costs and what the system would look like, most participants were far from ready to fully embrace the concept of light rail or commuter rail transit in Pinellas County—there is just too much information still to fill in.

Parenthetically, it is noteworthy that there was no specific mention of the Hillsborough County 2010 transportation referendum in the focus groups. The memories of prior rail transit elections were limited and fairly vague: “They've shot it down several times” (David, Group 2), and this reference to the Florida high speed rail amendment first approved by voters in 2000 before being repealed by voters in 2004:

*“I voted for it. It was a vote, a countywide vote, and from my knowledge, it was passed, however for the whole state, in order to get that funding, for Pinellas County or anywhere else, it was not passed. It was a light rail for Clearwater, St. Pete, and to other areas in Florida. To Orlando, and to Jacksonville.” (Angelia, Group 2)*

There were a couple comments made about the high speed rail line from Hillsborough County to Orlando that was proposed in 2010/2011 and ultimately rejected by state officials. That example brought out a diverse range of opinions:

*"That's why I agree with the Governor on axing the light rail. We're too spread out. We're not a big city where I can get off here because I want to go see this, and then I want to go see this . . . And if the government funds the thing, nobody's going to ride it, it's going to be overly expensive, and then the state's going to have to pay for it, and they don't have the money to pay for it." (Brad, Group 6)*

*"[Rail] is a good idea—if it can support itself. . . A couple years ago, they tried to push this thing, high speed rail, from St. Pete to Tampa, Lakeland to Disneyland and the Orlando airport. You could get from St. Pete to the Orlando airport in 52 minutes. . . Scott turned it down - concerned it wouldn't pay for itself." (Ron, Group 5)*

*[The rail line] "would have brought more jobs, more high-paying jobs." (Antoine, Group 7)*

**6. The conversation about local transportation funding had a clear theme: the broadest-applied funding tools are the most-preferred.**

Most focus group participants accepted the position that their desired transportation inventory—from better sidewalks to expanded bus service, from well-maintained and widened roads to new rail transit, and everything in between—would require additional funding. Three funding sources were presented for discussion in the focus groups: a one percent sales tax; a property tax increment; and a local gasoline tax (5-cents per gallon). The additional one-percent sales tax increment received the most conceptual support because it is the most broadly-applied source of funds:

*"I'd rather see a tax that's spread out among everyone including the tourists than [to have it] thrown onto my property tax." (Sylvia, Group 2)*

*"Property tax only affects people who own property. Gas tax only affects people who are driving, who would be funding a program essentially for people who are going to be taking the bus, but the sales tax - everyone's contributing to help fix the problem." (Elizabeth, Group 4)*

*"That's why I would prefer the sales tax, because we rake it off the tourists." (Trudy, Group 6)*

*"Sales tax is better than property tax because sales tax is on discretionary spending."  
"Yes - and it affects everybody, not just people who live here." (Maryann & Sal, Group 8)*

*"What's another penny? If they would actually use the money for that, it would be a great idea. It would be worth the extra penny." (Jessica, Group 4)*

On a related topic, the participants showed only moderate awareness of the Penny for Pinellas, and little knowledge of how the funds are used. The most frequently identified use was for parks and recreation facilities, with limited awareness of the transportation uses. (A couple

participants said they thought the tax is used for K-12 education.) Among those who had higher awareness of how the Penny for Pinellas has been used for transportation, the perceptions were largely positive:

*"When we first passed Penny for Pinellas, we immediately saw a lot of road construction that everybody's complaining about, and if you drove into Hillsborough County the first thing you noticed is how poor the roads were, with potholes, and all in need of repair. But in Pinellas County it was very nice. So we could visually see our Penny for Pinellas go to work." (Daniel, Group 2)*

*"I see lots of drainage projects, with a Penny for Pinellas sign, 'your penny at work.' And some of the [highway] 19 projects, too." (Troy, Group 8)*

*"I think people in Pinellas County would go for that [a one-penny sales tax for transportation] because we've seen that Penny for Pinellas work." (Cherlyn, Group 1)*

In contrast, some focus group participants expressed strong opposition to a property tax increment dedicated to transportation. They cited many reasons: today's depressed property values; the tax impacts would directly fall on homeowners but not renters; and non-property owners and visitors would benefit from the improvements without contributing financially. One respondent simply said: "No way. We are already one of the highest taxed counties anyway."

Another unpopular option was a local gas tax of five cents per gallon. Most of the resistance here was tied to the current high costs of gasoline, and the unpleasant prospect of paying an additional tax at the pump. Other participants opposed this funding tool noted that a fuel tax increase may have a negative impact on consumers in the local economy, as businesses would merely pass their increased fuel costs onto customers.

Certainly, accountability was a common theme in all funding discussions. Some focus group participants held firm that the funds necessary to improve transportation are already "in the system" but are being misallocated, wasted and not spent efficiently.

*"They should just manage the budget with what they already have." (Paul, Group 6)*

*"With this extra sales tax of a penny, I would want to make sure that they do what they say they're going to do. Complete it when they're supposed to be done, and not let it drag on and on." (Barbara, Group 8)*

*[I'd support additional taxes for transportation] "if it were accountable. . . We don't have a state income tax here, which is wonderful. I moved from a state where we had 10%. So I don't have an issue with [paying more], but I want them to be accountable. And know where it's going." (Cherie, Group 6)*

*"I'm all for [a tax for transportation] as long as there are results to show for it. As long as there are plans set in place, with a specific time frame, so that it shows that the money's going to be used for something." (Juan, Group 4)*

In the discussions about accountability, no specific transportation projects in the local area were mentioned as irresponsible or unjustifiable in the “bridges to nowhere” category (although there were several derisive comments made about the Clearwater Roundabout). In general, the concerns about accountability echoed the broader national discussion about government spending at all levels. In particular, the accountability concerns were tied to frustrations with multiple road construction projects and the consequent headaches for commuters. This discussion among several participants gave rise to the notion that the municipalities, the County and FDOT were not working together to coordinate projects, and no one was being held accountable for that.

## **7. A high value is placed on better transportation connections to the Tampa Bay region.**

The focus groups were prompted to discuss the pros and cons of combining transportation efforts with Hillsborough County, particularly with regard to public transit. While the participants generally shared the view that Pinellas County is part of a much larger metropolitan area (*“If you live in Pinellas, you live in the Tampa area. The counties are connected, and with decent time between each other. . .so I see myself as living more in the Tampa area.” Sean, Group 4*), the overall views on a multi-county, regional approach to transportation were mixed. One theme we heard in a couple focus groups was that Pinellas County’s transportation connections to the region are vital because the job and career opportunities are much greater in Hillsborough County.

*“I teach in Hillsborough, and I would love to teach in Pinellas. I commute 50 minutes each way, South St. Pete to Busch Gardens every day. But I didn’t want to turn down a job in this economy.” (Kelly, Group 7)*

*“I do like them redoing the roads, my truck goes through a lot. . .But I do like that rail thing, if they can do it from here to Tampa, I could find a job out there. It’s real rough right now, work as it is here in St. Pete.” (Roger, Group 8)*

The few cross-bay commuters in the focus groups said they would like more options to driving to Tampa, but the current bus services is unworkable:

*“I could [take a bus to Tampa] but I would have to wake up at three so I could get there at 7. It’s ridiculous. It would be very beneficial because I drive 45 minutes to an hour to work every day, so that’s two hours of my day that’s just gone.” (Juan, Group 4)*

*“I’ve worked in Tampa for 15 years. I drive from Seminole . . .33 miles. It’s horrible. If I took the bus system, I would have to go down to Seminole HS to catch it at 5am, that would take me to a drop off center at Ulmerton Road and there catch the express bus, and that takes me to Franklin Street in Tampa, where I’m going to have to find another bus that goes up Dale Mabry, and I might make it to work by 10am.”(Trudy, Group 6)*

*“I don’t have any options. I have to get in the car.” (Gloria, Group5)*

Expanding mobility options to regional destinations was also identified as a priority for other segments of the community, including students and tourists.

*"The money that can be made [on bus service] is from St. Pete to Tampa. People who go to work or to school. I went to school over at USF and if there was an accident, you're just stuck forever on the Howard Frankland Bridge." (Julia, Group 7)*

*"If there was a way for me to get to the airport without taking a 50 dollar cab I would take that a lot. And if there was a way to get to the museums in Tampa, I would go often. I'm an artist. I don't go because of the traffic and the parking and the streets under construction. If there are ways for me to get to popular places easily, then they would make more money because I would use it." (Diane, Group 1)*

There was broad support for the idea that Pinellas and Hillsborough counties need to work together to improve transportation connections. When introduced into the discussion, the concept of merging the two counties' transit agencies had supporters and skeptics alike—although most opinions were unformed, and none had a grasp of the pros and cons of moving in that direction:

*"Each area [transit system] should remain independent. Each area has its own employees and pay scales, it would involve too much if the two areas came together." (Annie, Group 3)*

*"If we can't figure out like getting our own public transportation system very well, then an idea like merging the two wouldn't be a great thing. We have to figure our small problem before we take another step forward." (Vince, Group 4)*

*"None of this is cohesive. None of it works together. That's what we need is for all of this public transportation to work together, and not have them individual - like PSTA and HART." (Diane, Group 1)*

***Pinellas Transportation Plan - Discussion Guide***

***Pinellas County MPO***

***Focus Groups: October 29 – November 1, 2012***

***(90 minutes total)***

*Note: Questions and subject areas in this discussion guide may not be presented in exact order or verbatim, and additional issues may come up. Each discussion will have its own flow, and the moderator will keep things on track to touch on subject areas.*

Main objective is to identify the key transportation issues within various geographic, age and socioeconomic segments of Pinellas County residents.

## INTRODUCTION

### Focus group rules & format

- How many people are familiar with focus groups?
- Similar to and different from polling – get behind answers, the “why” criteria/rationale
- No right or wrong answers – no prize – want to hear what you really think
- I might push back – not second guess you - just trying to understand.
- Informal – please jump in – but be respectful of others
- Mirror – observers, filming

Respondents’ self-introductions: name, years in Pinellas County / St. Petersburg area, occupation

## WARM UP – GENERAL ISSUES

Around the table: Tell me one thing you really **like** about living in the St. Petersburg/Pinellas County area?

If there was one negative thing that **you would change** about living in this area, what would it be? [*listen for: transportation system, traffic congestion, transit infrastructure*]

## TRANSITION TO TRANSPORTATION

Some of you mentioned concerns about transportation and traffic. . .Show of hands: how many of you agree that the transportation system and traffic congestion are a **major** problem?

FOLLOW-UP: Show of hands: how many of you say that transportation is the number one priority for local officials to do something about? [*gauge intensity*]

### Problem identification

Write down on your pads: the number one specific problem with the transportation system in your area of Pinellas County (i.e., where you live). [*round the table, write issue on board*]

Now, write down on your pads: number one problem with the transportation system for the entire Pinellas County [and the region]. [round the table, write issue on board]

*[Probe, if not mentioned: transit; roadway widening; congestion management technology (light synchronization, turn lanes) pedestrian infrastructure and bike paths; pedestrian and bicycle safety]*

Why does Pinellas County have these transportation challenges?

*[listen for: Population growth - Fact: Pinellas County population stayed same 2000-2010. Poor planning. Poor growth regulations and/or enforcement. Lack of public investment in transportation.]*

How much do [or have] these challenges impact you? Influence. . .where you prefer to work? Where you go for shopping, entertainment or services? What neighborhoods you live in?

*[Prompt if not mentioned: How dependent are you on your car to get everywhere you want to go? **Do you have choices and options?**]*

Do you think these problems will worsen over time?

## **TRANSPORTATION MODES**

Looking back at the list of issues with transportation that you all just raised, I want to have you discuss a few transportation categories. For each one, think about: What words come mind? Do you have enough or not enough? Is it working in Pinellas County, or not working? What would you change? *[Transportation modes listed on flip-chart sheet]*

### **Bus**

*[Do you have a bus system in Pinellas County? What is it? What can you tell me about PSTA? Even if you don't use the bus system, or won't use the bus system, is transit important? Why?]*

### **Walking**

*[Are sidewalks and pedestrian ways adequate? Is walking safe? Are there pedestrian connections? What are the obstacles to walking more? Do you have a connected "trail" system here? Listen for Pinellas Trail – Do you use it? Why, why not?]*

### **Bicycling**

*[Are bike trails and paths ways adequate? Is bicycling safe? Are there good connections for bicycling? What are the obstacles to bicycling more?]*

### **Highways, local streets and roads**

*[Are your roads in good condition? Should there be widening of certain roads? Are there obstacles to driving on highways in Pinellas County? What are they?]*

### **Toll roads**

*[Use them? Love them? Hate them? Tolerate them? Desire more tolled lanes? Why?]*

### **Light-rail**

*[What do you know about light rail? Good idea for Pinellas County, or bad idea for Pinellas County? Why?]*

Which one of these modes of travel is the most important and should get the most attention and effort for improvement? You have to pick one, and you can only pick one. Show of hands. . . Just curious. . . Why did you select that as the top priority?

Thinking briefly about certain segments of the community who have transportation challenges—elderly, physically disabled, low income households—do you think these travel options should be a higher priority to serve them?

## FUNDING

We've been talking about what people want to see in their transportation system, and what priorities for improvements are the most important. So how to best pay for them? What are your perceptions or opinions about transportation spending? [OPEN END]

Is there more than enough money for the transportation priorities we've been talking about, OR is there not enough money? Do you have illustrations or examples (of waste, mis-allocation, inadequacy, needs)?

Now, let's say that current funds are inadequate to fund the current system, much less make major improvements—federal funding has been greatly reduced, the state has much less resources, and the cities and the County have less resources for transportation, and this is true across the country. . . There has been some thinking done around new sources of revenue on how to pay for improvements. Here are a couple of them. . . and *regardless of whether you support, or oppose, or have no formed opinion, I want to hear **why** you think each of these is a good idea, or a bad idea.* . .

*[List off and discuss one-by-one]*

- 1% [surtax] sales tax for transportation *[discuss]*
- An additional 5-cent per gallon gas tax *[discuss]*
- A property tax dedicated to transportation *[inquire on current PSTA ad valorem property tax – level of awareness? Trade the ad valorem for sales tax?]* *[discuss]*
- Tolls for NEW lanes *[discuss]*

Are there other ideas?

Looking back at our discussion--and the transportation challenges ranging from large to medium to small that you identified earlier—do you think the *status quo* in transportation funding is acceptable? Why? Why not?

What does the current transportation system mean for the economy? Is there a relationship?*[Listen for but do not prompt: jobs, employment, economic opportunity, making St. Pete/Tampa Bay area competitive]*

## REGIONALISM

We've been talking primarily about transportation challenges just within Pinellas County. Do you think Pinellas County should focus first on just its own transportation challenges, OR should Pinellas County focus on transportation challenges that cross county lines (e.g., into Hillsborough County, Pasco County)? Or is it not an "either/or," but a "both/and"?

*Probe: should plans like this be done county-by-county, or should there be a coordinated, regional approach?*

Pinellas County and Hillsborough County each have their own public transit systems. In what ways does this make sense? In what ways does this not make sense? Does it matter to you whether they merge or not? Why/why not?

#### **EXERCISE: HANDOUT REVIEW & COMMENT**

We're getting near the end here. . .I'm going to pass around a handout about all the transportation topics we've been talking about tonight. This handout is a basic overview of the transportation planning that is underway in Pinellas County at this time. *[Brief description]* I'm going to give you a little time - I'd like you to do two things:

First, please take a look at the handout—both sides. Read it, look at the graphics and the numbers. As you read, I want you to **CIRCLE** any facts or numbers or statements that surprise or really interest you. It could be things you really agree with, or things you don't agree with. If you disagree—say so by writing "No" or crossing it out with a big X.  
5 minute break] [If time allows: read comments/thoughts on the handout around the table.]

Write your name on your handout, please leave it behind.

#### **CONCLUSION**

Final comments, summary, thanks.

## Appendix E: Focus Group Comment Sheets

## **Pinellas County MPO: Pinellas Transportation Plan Focus Groups**

### **Participant Comment Sheets**

#### **GROUP TWO: MID-COUNTY**

*"Write to local decision-makers what you want to see happen for transportation."*

#### **Charles**

I would like to see the transportation system more regionalized between the counties. I think if the frequency of routes during certain times of the day were better more people would use it. Hubs in certain areas would help.

#### **David**

Dear Commissioner,

I am a lifelong resident of Pinellas County and enjoy life here, but a more effective transportation system would make life much easier. The amount of unfinished projects on major corridors is very frustrating as is the lack of an efficient bus system. The roads need repairs finished so the side roads and sidewalks could be repaired and maintained. Transportation between local destinations would be greatly improved and simplified.

#### **Cary**

1. Safety for pedestrians
2. Safety for bicyclists
3. Affordable – fair cost road improvements
4. Synchronized traffic lights
5. Keep future growth in the plans
6. Explore options in public transportation

#### **Jacqueline**

More walkways, people crossing street in middle of road currently, more crosswalks

#### **Sylvia**

I would like realistic and attainable time deadlines set for road projects. More work should be done at night (etc. road detours/closures).

Lights should be timed to keep traffic moving more efficiently. More bike lanes set up to keep bikes out of road. Remove red light cameras.

#### **JC**

This is what I want done:

- Finish the construction, quicker
- Invest in the roads
- Study traffic flows to see where improvements can be made
- QUICKER way to Clearwater Beach

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**Allen**

I think that there should be only one construction project started at a time. When one is completed then ground should be broke on another project. That way only one road is down at a time, and people can start to see progress from their money. Larger bike lanes to keep bikes out of traffic.

**Stacie**

1. Please speed up construction – how about working at night, cooler for workers – safer for everyone
2. Keep bike riders off the road – provide a separate lane for them
3. Increase police patrol to enforce laws of the road

**Daniel**

Dear Sirs,

I would like to see the following improvements for transportation in Pinellas County.

Brighter, clearer signage for upcoming streets. Wider lanes clearly marked for bicycles and pedestrians.

More even timing in street lights to improve the flow of traffic,

For mass transit – designate convenient pick up points providing – Park and go so we could leave our cars with plenty of parking and safety – during busy hours more buses.

Reevaluate the budgets, eliminate excess. Administrators – direct monies to where they are needed.

Encourage private transportation companies to invest with incentives to invest.

**Nicole**

Lightrail sounds good. Some sort of mass transit system. Road construction takes too long to finish. I agree with raising the hotel tax.

**Edie**

We need mass transit system that is efficient, cost effective for commuters. A train or rail system would be ideal.

**Janice**

Try to get smaller buses for down time – keep the larger ones are needed in respect to people to and from work.

Roundabouts are of no use and cause accidents.

Street islands are dangerous.

**Angelia**

Improve the transportation system.

Easier transportation for workers, easier transportation for visitors.

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I would like to see if the visitors and home owners come together as and equal.

**Joe**

Improve transit

- a) Regionalize system – PIN, Hillsborough, Pasco, Sarasota, and Manatee
- b) Establish direct route for mode of transportation (bus, rail, trolley) between major points – example- Tyrone to Clearwater

**Sheilia**

To whom it may concern,

I am writing this letter as a petition of improve transportation in Pinellas County. Safety for the pedestrian such as bikers, walkers, runners needs to be increased. I am a wife and mother of five children. My children walk back and forth to school. I worry about their safety every day.

I would like to see improvement of this safety plan. Without penalties of high tax cost for Floridians.

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**GROUP THREE: CLEARWATER AREA, TRADITIONALLY UNDERSERVED**

***"Write to local decision-makers what you want to see happen for transportation."***

**Laura**

Copy Atlanta's MARTA and put public transportation out to suburbs, then have a bus system that goes out from there to "neighborhood" entertainment areas. The Valley trolley is perfect. I know friends who don't drive and live on the beach and can do nightly trips to dining and music establishments which would bring in more dollars and business for them.

Run the busses later at night so patrons and employees can safely get home.

That would put more people on busses that are sometimes empty.

**Aisha**

Dear Mr/Ms Chairperson,

I would love to see the improvements done to our major roads in a more timely fashion. And to also put the bicyclist back on the sidewalks and not in the streets. Also please come up with a plan to extend the public transportation hours to make it more accessible for those who work later hours.

**Joseph**

As of right now, we have too few bike lanes and bus systems. While our government makes large amounts of money, our people are getting pushed farther in debt because of road damage and clogged roads wasting gas and ruining our cars.

The bus system is making it hard for the people to get where they are going. Packed buses and late buses make it hard for the people to get to work on time and making them lose their jobs.

As a bike rider, not enough lanes are around. It makes it unsafe for bikers to get places.

**Arthur**

I would like to see improvements with the bus system, cab service, and also road construction. 1<sup>st</sup> more bus routes, more hours of operation. 2<sup>nd</sup> road construction – more alerts, improved hours. 3<sup>rd</sup> cab service – fees are extremely high and more background checks and drug testing for operators, also more meter checking.

**Cynthia**

To whom it may concern,

Hi, my name is Cynthia Williams and I am a concerned Pinellas County resident. My concerns stem from the numerous road constructions going on consecutively as well as much needed improvement with our transit system.

I feel there is so much road construction at this time that in order for me to stay sane I should utilize PSTA. My concerns with PSTA is the time of operation.

Please assist me with these concerns.

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Thank you

**Nancy**

I would like to see more funding to help with transportation. More lanes on roadways, more bicycle lanes to be safer for people to ride their bicycles on the roads. Have more bus routes and longer times for buses to run later. Have busses run from Pinellas to Tampa more.

**Jackie**

I feel the busses should run later in order for the people who work late to get home and also to help avoid drunk drivers by giving them the option to take the bus. This is something I would be willing to possibly pay an additional penny for even though I do not use the bus system. I think if Pinellas County spent less money on putting cameras on stop lights and all the unnecessary road construction – they could use this money to fund better transportation. Also something needs to be done about the limited parking available at Clearwater Beach.

**Alvin**

I feel that the bus could come later and more the one. I also feel the government should help pay for transportation. So it can take burdens off people that have less income, and come later for people that get off from work later.

**Damond**

Dear Mr. Connie Mack

I'm writing you today about the transportation system in my county. I think that all road construction that's going on in Pinellas County is becoming a big problem. I think there should be six lanes of traffic on U.S.19 instead of four. I know this will help ease the problem thank you for your time.

I also think we need more bus routes in the county.

**Billy**

There are many things in our county that needs to be improved, such as bus transportation and more bike lanes. I would like for you all to reconsider how you are using our funds and see how you can improve these things without raising taxes.

**Erma**

I would like to see Pinellas County transportation system to be better for those that choose to use its services. Especially the PSTA (bus system). I feel the bus system should have more routes, more pickup/drop off times and service the county until at least midnight or 3am maybe become a 24 hour bus system. This would greatly improve on motor car, bike, and walker accidents, the longer hours and routes would pay for itself in the long run.

**Marcus**

The transportation here in Pinellas County really could be improved. For one the street lights, the bus system. If we had a MARTA system that stayed open till 1am it would help some ways out.

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**Annie**

Dear Sir,

This note is to inform you of a few suggestions concerning the bus system of Pinellas County.

I feel that the hours should be later at night to accommodate the people that work in bars, twenty four hour eating places, etc.

Also more convenient areas for riders waiting for the buses especially during this type of weather rainy etc. Windy shelters, more shelters. More funding for PSTA

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#### **GROUP FOUR: YOUNG ADULTS 30 AND YOUNGER**

***"Write to local decision-makers what you want to see happen for transportation."***

##### **Rob**

To the person this may concern, I would like to see a railway system trolley cars improve its schedule more covered bus stops fix timing on lights so traffic moves a little bit faster.

##### **Juan**

Please make good use of our economic resources and improve the transportation system by:

- Fixing U.S. 19 by making it an expressway with easy access to local business and commerce areas
- Creating a public transportation system that is dynamic and easily accessible to commuters (constant flow of buses, and an intelligent network of routes)

##### **Stephanie**

More scheduled buses to be on time, I'd also like to have better bus drivers that make sure all the passengers are safe. It would be nice to have more routes and that way it doesn't take us a long time to get to our destination. The roadways construction needs to speed up so people driving have less accidents and also motivate people to ride bus or walk be more active.

##### **Josh**

Dear Mayor,

I am a resident of Safety Harbor, FL. Over the years I have noticed that one big problem we have in the Pinellas County area is our public transportation. Some ways I believe we can fix it is by possibly having a ("lane designated for buses") and or taxes. Also even coming up with a plan to start some sort of railway.

##### **Elizabeth**

A train or rail system connecting Pinellas and Hillsborough would alleviate congestion on the bridges during morning/evening rush hour traffic. While also adding more jobs which in turn also helps stimulate our economy.

##### **Vincent**

As a pizza delivery driver, I can say the traffic is a negative factor in my work experience. I plan my days that I don't work based on what time of day it is, so I can avoid the traffic delays. If our infrastructure funds were used more efficiently, the completion of our roads would be complete at a quicker rate. Whether we have to hire more people to work, or buy higher quality resources, it needs to be done.

##### **Shawn**

As a driver I have to lean more toward road improvements. I'm not against transit improvements but I don't use it so personally I would like to see the roads improved in areas where traffic is the worst, but I think it is also important to get it done in the most timely and practical way possible because it would be pointless to improve the roads if construction was longer and more drawn out than it needs to be, and construction should also be

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thought out better because I've seen many situations where traffic was held up due to poor planning in routing traffic around construction.

**Kelci**

I would like to see the construction get completed and left alone. I feel like there is continuous change in traffic and ways to get places because of the constant construction on major roadways.

**Alyson**

The transportation in our county could be improved by decreasing the all of the construction that is happening at one time. This makes it difficult for people to choose a route for a daily basis. Having to constantly know which roads are closed and where detours are can be very frustrating and confusing for not only the people in the area, but tourists and travelers as well.

**Mara**

I would like to see the US 19 project come to completion. It seems as though it's been going on for ages. Also would like to see more reliable and frequent bus transportation in relation to US19. For the past 5 years I have commuted from Clearwater to either Pinellas Park or St. Petersburg and this road affects me greatly.

**Jessica**

Please improve the coordination of the bus routes in Pinellas County: I believe it would relieve a lot of traffic congestion because more daily commuters would view the public transit system as an option instead of a curse. Even if it's just more direct routes with a few more minutes wait time between buses.

**GROUP FIVE: SENIORS 60 YEARS AND OLDER**

***"Write to local decision-makers what you want to see happen for transportation."***

**June**

Traffic lighting needs to change – lights are not timed correctly.

As far as a rail system – it needs to be voted on by the people.

Bus system needs to stay – for the ones needs public transportation

**Bill**

To: Politicians and transport officials-

You who are involved in transportation decisions and tax decisions – In a focus group this evening of 15 Pinellas Co. Adults several items concerning transportation were discussed from overhead rail system to pedestrian transportation. And much discussion on road construction. Main thing I thought was 5 cent gas tax; was best idea.

**Linda**

Pinellas County Administration,

To improve transit system in this county – offer more share ride programs, express transportation for working people (to and from park and ride and convenient schedules).

Motor vehicle dept. needs to better inform bicyclists – pedestrians- etc. of laws. Inform tourists of rules and laws of state.

**Sandy**

City Council,

Gentleman; please consider re-timing traffic lights so that the traffic can flow smoother and not use so much gas sitting at a traffic light.

**Ron**

Any transportation system must meet and satisfy the needs of the entire community. Not just the user.

**Charles**

I would like to see a rail system. To the transit system I think a merger with Tampa would be a good thing for Pinellas and Hillsborough County. I think a thorough fair will be great.

**No-name**

Make highway 19 into 6 lane freeway north to south. Add a commuter train system north to south Pinellas. Gulf to Bay to Tampa along Courtney Campbell Causeway

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**Donna**

Help with our traffic problems, control the length of red lights, consider a rail system, post bus schedules to make it easier to get around.

**Janet**

Overall I'm ok with my form of transportation. I would be in favor of rail transit that would go to Orlando as I probably would use that instead of driving. My only complaint at this time are the numerous delays on so many of our roads. I prefer to drive my car because of the nature of my daily activities.

**Tom**

To County Commission,

First of all I'd like to make several suggestions to improve transportation in Pinellas County,

1. Complete all road construction and improvement projects ASAP
2. In the future, utilize your resources to tackle one project at a time in order to complete it rapidly and then move on to the next one
3. No more taxes for transportation – no rail!
4. Undertake a project to organize PSTA to:
  - a) Publicize schedules and stick with them
  - b) Make the schedules easy to use
  - c) Utilize smaller, more efficient buses during off peak lines
  - d) Study a revision of routes to cover a greater part of the population
  - e) The PSTA buses are a necessity!

**Jill**

It should be taken under consideration the stability of the economy at this time. There are people who are having difficulties just meeting everyday needs. Please hold off on any extra gas tax for transportation until we know more about our economic future.

**Bob**

Transportation ideas for Pinellas County; All aspects of transportation need to be commiled\*\*\*\*\*. Bus routes, traffic controls, schedules for the various systems need to be reviewed. Private autos will prevail.

**Barry**

To mayor/county commissioners/transit authorities,

To improve the transportation system in Pinellas County, I would suggest the following:

1. Make Hwy 19 a 6 lane overhead freeway or toll road like the Leroy Selmon in Tampa
2. Construct a commuter train system below the 19 Hwy running from Holiday to downtown St. Petersburg.
3. Complete all current construction highway projects as soon as possible to alleviate current traffic jams and safety hazards
4. Institute car pooling and car pooling lanes

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5. Also use east-west transit from DTW Clearwater to Tampa

**Andrew**

To whom this may concern,

There is a definite need to improve mass transit in Pinellas County. Transportation to the airport, transportation to sporting events Rays, Lightning, Bucs, transportation to a yearly outdoor festival etc.

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## **GROUP SIX: MID-SOUTH**

***"Write to local decision-makers what you want to see happen for transportation."***

### **Cathy**

Please coordinate road closures and construction a little better – too many roads in the \*\*\*\*\* are down at the same time. There needs to be better use of monies spent improving bus system (PSTA) smaller busses / more fuel efficient vehicles. Instead of raising taxes and prices, how about pay cuts of those in charge?

Coordinate traffic lights better so that it is easier to get somewhere without having to stop at every light. Have communication between communities.

### **Brad**

Dear-----

I want you to hire people who actually know how to work. You would be able to complete many more projects with the same amount of money if you stopped hiring people who stood around twiddling their thumbs.

### **Dave**

I am happy with transportation in Pinellas.

If you are transportation, fire yourself. Find or put together a private business or coop to collect the money and manage spending and coordination or pay bounty on leaders to reduce govt.

### **No-name**

1. Reliable bus system
2. Improved roads and widen
3. Pedestrian friendly and bicycle unfriendly

### **Patty**

Dear\_\_\_\_\_

I think it would benefit the people and tourists of Pinellas County if a 1 cent sales tax or 5 cent gas tax is added to be used to build non-stop overpasses on U.S. 19 from the Slayway\*\*\*\*\* to Pasco County.

This would alleviate the congestion currently on U.S. 19 and allow it to be used for local travel more than for commuting from one end of the county to the other.

### **Christopher**

We need more communication between our cities on when road work will be done and start having deadlines to when road work will be finished before the next city starts a project.

### **Paul**

Dear Mayor. I would like to see less traffic on the roadway of St. Petersburg. And it is my feeling that if we improve the flow of traffic it will cut down on congestion which will make travel time shorter

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**Nate**

More direct routes. Less time getting from point A to point B. Less exchanges. More organization. Inform the public more on projects that are being put together.

**Rafe**

To whom it may concern,

Get construction done, widen the busier roads, get some people that know what they are doing and figure out what is better for St. Pete

**Trudy**

Dear Mrs. Driver,

Pinellas County is already overgrown and our communities are fighting for control of their funds. Before adding more money to a halting traffic problem, I suggest you coordinate the needs of each community with the possible "fixes" to the traffic flow issues. Have a uniform system of pedestrian ways that are marked the same way throughout the county. Have the agencies work together to schedule construction, traffic flow between communities needs to be coordinated. Coordinate the communities!

**Cherie**

Carpool, bike, ped crossings

Transportation – Improved roads, express lanes, carpool lanes. Funded by state and industry, tolls. We need more than 1 highway (275)

**Kathi**

Dear Senator,

I am voicing my opinion on the transportation issue in Pinellas County. I feel that we need a better system using overpasses and more express busses to other counties. That would benefit employment.

**Richard**

Hey Mr. Foster you know those bicycle lanes they got around town, I wouldn't get in one of them if you paid me.

**GROUP SEVEN: ST. PETERSBURG AREA, TRADITIONALLY UNDERSERVED**

***"Write to local decision-makers what you want to see happen for transportation."***

**Cindy**

Dear Gov. Scott,

I think transportation ist suck. I wish you that you put money in the area where it needs and that you give it to right places. Also you give money way from us so that we can use it in the right area of the state.

**Illegible name**

Lets se Pinellas County in tune with the rest of progressive counties in the USA – improve our transportation.

**Dale**

Better bus schedule

Improve bus stop

Shelter bus stop

**Ken**

I will like to see buses run all night long.

**Antoine**

My vision for the public transportation system is safety, comfort, punctual, and more around the clock service.

**Jealathia**

Make better decisions about city council members/get rid of them

**Kelly**

I would like to see transportation improved by having more bike paths and sidewalks available

**Darlene**

Bicycle riders hoarding the road – disregarding auto/truck vehicles.

Better roadways to make traffic less congested, build a better bus system, build a train system.

**Lisa**

To whom it may concern,

I would like to see better transportation in St. Petersburg/Pinellas County. I love that we live in a clean state; however, I feel like some of the money that is used to put palm trees up everywhere can be used toward better transportation.

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**Betty**

Mayor, there is too many people in this city who is limited from working certain shifts and these people depend on bus transportation. Can you please consider on expanding the bus schedules.

**Markell**

We need more efficient modern busses to ride

**Teresa**

To whom it may concern,

I would like for the buses to run later. Because everyone don't have a car so they use the public buses. They need to get to work and home.

**Calvin**

I would like for the buses to go 24 hours 7 days a week, because there are people who need it to make a living, and other things like school.

## **GROUP EIGHT: SOUTH SOUNTY**

***"Write to local decision-makers what you want to see happen for transportation."***

### **Janine**

To improve transportation in Pinellas County: Finish road projects timely, synchronize traffic lights for a more continuous traffic flow, widen bike lanes to include moped and increase bicycle education, and add sidewalks to major streets.

### **Mary Ann**

Transportation in Pinellas County could be greatly improved by improving our public bus system. It would be great to be able to ride the bus without multiple stops and transfers. It would also be beneficial to have a route from Pinellas to Hillsborough County. Possibly have a couple of pickup locations in Pinellas – centrally located where you could pick up your car. Less congestion and traffic from commute between counties.

### **April**

Pinellas County Commissioner,

I would like for you to improve the public transportation system. I am asking for more frequency on bus routes. Express service to get people to work on time without having to transfer two and three times to get there. The high speed rail will open up more jobs and allow people to get from city to city without having to drive their vehicles.

### **Sal**

Hello, please give modern and efficient transportation options mainly train, trolley, or express dedicated routes. Pay for it with sales tax, gas tax or a tax based on discretionary spending.

### **No Name**

The transportation system could be vastly improved via high-speed railroad system as long as the French National Railroad Company is not allowed to bid either in FL or CA \$80 B because it profited by its eager collaboration with the Nazis by transporting 450,000 Fr. Jews to Auschwitz.

### **Terry**

I believe it would be a benefit to the county to complete current road projects before new ones are started. I also believe that a computer system implemented to control traffic lighting would help the traffic slow and conserve gas within out county.

### **No Name**

Here is the number one thing the commissioner for transportation should do to make things better; for every penny set aside in the tax if you take a penny out for roads, use it for the roads fix that road then the other penny use it for higher speed rail if it takes 10 years to save up then get the high speed rail, the other penny used for something use it for that only that.

**Roger**

To improve the transportation system in Pinellas County my first priority would be to coordinate the road improvements more expeditiously.

**Karen**

I would like to see the traffic lights to be timed to stay green while doing speed limit. Change residential speed limit from 35-40. Have direct route bus system. Finish road construction in timely manner.

**Troy**

Dear Comish, in order to make the transportation system flow better in Pinellas county we need to get the lights in synch on the major roads with two or more lanes and communicate with the cities that control these lights in their stretch of the road that they control the lights in.

**David**

Mr. Commissioner,

I would like to see improvements to our transportation system in Pinellas County by increasing the options we have including non-stop bus/train service to popular destinations, efficient use of funds for road repairs, and timely completion of transportation projects.

**Jake**

Dear Sir, My number one priority to improve transportation would be to finish construction projects in a timely fashion. The consistent lingering of current projects is a major factor in the traffic problems that are currently affecting the area.

**Karen**

Dear Sir, Madam;

As we are reflecting on transportation issues this date it would appear our collective concerns include expediency in road construction completion (US 19 esp), transit service that can be more inviting to a larger cliental with better schedule, routes reaching desirable destinations more directly and expediently; a high speed rail at some point in time is inevitable (funding, at the moment is both challenging and a mystery to me) the light system could be better synchronized.

There is concern for bicycle safety. Perhaps wider lanes and perhaps more racks added to public transit for their transportation to other communities. Thank you for your time at this time!

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## **Appendix F: Stakeholder One-On-One Meetings**



## Steering Committee A (Clearwater)

Morton Plant: January 15, 2013

Question	Reaction (Circle)	Comment
<b>I. Welcome and Introductions</b>		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Yes, participated in Transportation Task Force and EDC Focus Groups
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Pinellas AA
<b>III Discussions</b>		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Very interested in moving patients and staff</li> <li>• Current workforce of 7,500</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Lack of mobility options</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Need to lower parking requirements on campus</li> <li>• Provide more mobility for employees and patients</li> <li>• Congestion during shift changes</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• The recommendation ...“is long overdue” and “outstanding”</li> <li>• May assist staff and patients, but needs long hours of operation to coordinate with 12-hour shifts</li> </ul>

How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Needs to make a connection to Tampa</li> </ul>
Question	Reaction (Circle)	Comment
III Discussions (Continued)		
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Ft Harrison is boundary for development - crossing busy corridor</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Most future development is clustered west of Ft Harrison</li> <li>Employee parking adjacent to LPA</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, LPA I best possible location</li> <li>No room for rail any closer to campus, construction impacts</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Patients that are not ambulatory</li> <li>Diverse employee base, portion of staff would use service</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Needs shuttle from station to hospital campus, possibility of connecting to Ft. Harrison PSTA route</li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>No commitment, but response positive....look to all of Baycare facilities for support</li> </ul>

Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Positive response, but no commitment</li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes</li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	

Question/Comment	
III	Miscellaneous
	<ul style="list-style-type: none"> <li>• Need to get something in the ground (Morton Plant)</li> </ul>
	<ul style="list-style-type: none"> <li>• Needs to be seamless connection between bus and rail</li> </ul>
	<ul style="list-style-type: none"> <li>• Growth in Pinellas is re-development and requires advanced transportation, growth and future congestion drives support for rail</li> </ul>
	<ul style="list-style-type: none"> <li>• Safety is important especially for patients</li> </ul>
	<ul style="list-style-type: none"> <li>• Baycare organization may support LPA, new head quarters on Druid</li> </ul>
	<ul style="list-style-type: none"> <li>• St Anthony's is the current employee orientation location; transportation between Morton Plant and the training center would be a benefit</li> </ul>
	<ul style="list-style-type: none"> <li>• Next meeting with Morton Plan may need to include public relations department and patient care departments</li> </ul>
	<ul style="list-style-type: none"> <li>• The final "plan" for the County needs to be comprehensive..."a full package"</li> </ul>
	<ul style="list-style-type: none"> <li>•</li> </ul>
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	<ul style="list-style-type: none"> <li>•</li> </ul>



## Steering Committee D (Pinellas Park)

Boulder Venture: February 11, 2013

Question	Reaction (Circle)	Comment
<b>I. Welcome and Introductions</b>		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	No
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	None
<b>III Discussions</b>		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Congestion</li> <li>Parking</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Lack of mobility options</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes</li> <li>Has had first hand experience with Light Rail in Phoenix, "...own a property where Wal-mart is a tenant. After the rail opened, they are now doubling the existing building because of demand"</li> <li>Would support LPA</li> <li>Station character and architecture needs to reflect community</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, Needs to make a connection to Tampa</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• See shift in retail business moving on-line which will affect retail</li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Concerned by proximity to Gandy fly-over, suggested location of station closer to 70th Street.</li> <li>• Concerned over type of alignment, at-grade or elevated...felt elevated would be impediment to community</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• None, Shoppes at Park Place only 6 yrs old</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, may help with parking needs</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Used by tenants, will provide contacts</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• None discussed</li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>

Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Concerned that raising taxes further would be difficult during this economic recession</li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	

Question/Comment	
III	Miscellaneous
	<ul style="list-style-type: none"><li>• Appreciates partnership with Pinellas Park</li></ul>
	<ul style="list-style-type: none"><li>• Indicated concerns that Jolly Trolley was not at capacity</li></ul>
	<ul style="list-style-type: none"><li>•</li></ul>
	<ul style="list-style-type: none"><li>•</li></ul>
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## Steering Committee A (Clearwater)

Church of Scientology: February 22, 2013

Question	Reaction (Circle)	Comment
I. Welcome and Introductions		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Not familiar
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Somewhat familiar
III Discussions		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Neutral, indicated some concern with congestion for local parishioners living within the region</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Favorable</li> <li>Very interested in development potential as a result of the light rail investment, particularly interested how this investment will help downtown Clearwater grow</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Important, has staff located in Ybor and living in Tampa</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Needs to include clear circulation in downtown and supports consolidation of PSTA services at the proposed station site</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Expanding a new hall in proximity to station location</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Used by local parishioners and business associates that are either based in Clearwater or live in Clearwater.</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Circulator service</li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Bring information presented back to Board</i></li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
IV. Next Steps: Moving Forward, What to Expect		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>None identified</i></li> </ul>

Question/Comment	
III	Miscellaneous
	<ul style="list-style-type: none"> <li>Identified concerns with current condition of PSTA depot</li> </ul>
	<ul style="list-style-type: none"> <li>Very interested in economic development</li> </ul>
	<ul style="list-style-type: none"> <li>The feel that "...continued development of downtown is key and this fits with their mission of providing the greatest good for the greatest number of people"</li> </ul>
	<ul style="list-style-type: none"> <li>Identified need to address cost for the project including potential overrun</li> </ul>
	<ul style="list-style-type: none"> <li>May request additional follow-up information</li> </ul>
	<ul style="list-style-type: none"> <li></li> </ul>
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## Steering Committee B (Largo)

TechData: February 25, 2013

Question	Reaction (Circle)	Comment
I. Welcome and Introductions		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Familiar
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Familiar
III Discussions		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Congestion for employees</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Favorable</li> <li>Very interested in development potential as a result of the light rail investment</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Important, but not necessarily in the interim</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Increase interest from Insurance companies (healthcare processing) and high-tech industries</li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Distance of station to TechData park</li> <li>Needs to include clear circulation between station and employment</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Expanding approximately 150,000 sq ft, could add another 500 employees</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, would support continued growth of the Park</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Employees</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Circulator service, safe service with retail opportunities</li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>No answer provided</i></li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
IV. Next Steps: Moving Forward, What to Expect		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, Ben</li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Yes will follow-up</i></li> </ul>

Question/Comment	
III	Miscellaneous
	<ul style="list-style-type: none"> <li>• 5,000 employees in TechData Park (Progress Energy, SCC Software, POD)</li> </ul>
	<ul style="list-style-type: none"> <li>• 70% of employees live in Pinellas</li> </ul>
	<ul style="list-style-type: none"> <li>• System needs to be safe and convenient</li> </ul>
	<ul style="list-style-type: none"> <li>• Interested in notion that parking restriction may be minimized as a result of transit, indicating that, "... business would make Pinellas first if parking was less restrictive and light rail was available"</li> </ul>
	<ul style="list-style-type: none"> <li>• "From a development perspective light rail would attract new business, giving Pinellas County a tremendous advantage"</li> </ul>
	<ul style="list-style-type: none"> <li>• System needs seamless transfers</li> </ul>
	<ul style="list-style-type: none"> <li>• Light rail would attract high-wage jobs</li> </ul>
	<ul style="list-style-type: none"> <li>• Safe crossing at station are critical</li> </ul>
	<ul style="list-style-type: none"> <li>• Bay Vista station would not need to be a community, but provide access to employment</li> </ul>
	<ul style="list-style-type: none"> <li>• Station could be a kiss-n-ride station</li> </ul>
	<ul style="list-style-type: none"> <li>•</li> </ul>
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## STAKEHOLDER COMMENT COLLETION TOOL

Question	Reaction (Circle)	Comment
<b>I. Welcome and Introductions</b>		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Some familiarity
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	No response
<b>III Discussions</b>		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	Traffic Congestion; Beach traffic
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	Peak hour travel patterns
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	Timeliness of the bus; completion of Gateway area roadway projects but other than those improvements, feel there are plenty of roadways. Mr. Catalano felt strongly that someone should be working with the businesses to stagger more work hours.
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	Participants had mixed thoughts on the rail recommendation. Mr. Catalano was not supportive of the rail recommendation but okay with the bus improvements; others were supportive of rail recommendation in that it could help in recruiting new employees.
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	Important particularly for employees as they draw employees from entire region.



## STAKEHOLDER COMMENT COLLETION TOOL

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	Did not ask. Not in a station area.
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	Did not ask. Not in a station area.
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	Did not ask. Not in a station area.
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	Yes, to the extent it helps with employee recruitment and retention.
How would you (organization) use premium transit?	Yes/Positive No/Negative	For employees, both improved bus and rail would be useful. John will follow-up to help evaluate nearby services and potential for improved services in the vicinity.
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	ITS improvements to facilitate use of driverless cars and staggered work hours work mentioned as alternative options.

Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?

Yes/Positive  
No/Negative

CONVERSATION ENDED HERE.

**PINELLAS TRANSPORTATION PLAN**  
PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION



## STAKEHOLDER COMMENT COLLETION TOOL

Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	

Are there any others you feel would benefit from today's discussion? If so, who?

Yes/Positive  
No/Negative



## Steering Committee B (Largo)

Kimco Realty Group: March 28, 2013

Question	Reaction (Circle)	Comment
I. Welcome and Introductions		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	No
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	None
III Discussions		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Favorable from a corporate perspective</li> <li>Concerned with ROW impacts to existing retail properties, especially at US 19 and East Bay (Tri-City Location)</li> <li>Concerned with access to site if LRT is constructed</li> <li>Interested in reduction of parking requirements, ability to develop more sq footage and increased density</li> <li>Familiar with Charlotte LRT and positive impact</li> <li>Concerns with safety, ensuring safety in parking lots</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Idea introduced, no comment</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Parking requirements</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Plans to redevelop 22 tri-city site in 2013, includes small stores affronting East Bay on SE corner of site, near off-ramp</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, would support continued growth if ROW did not impact property or if parking and landscaping credits were provided by City</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Employees</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>No answer provided</i></li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, increased population and shoppers to frequent retail tenants</li> </ul>

Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>

Question/Comment	
III	Miscellaneous
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## Steering Committee B (Largo)

Suncoast Hospice: April 1, 2013

Question	Reaction (Circle)	Comment
<b>I. Welcome and Introductions</b>		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Yes
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Member of MPO CAC
<b>III Discussions</b>		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Congestion</li> <li>• "People are tired of Pinellas County traffic"</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Need for better coordinated signals</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Light rail and coordinated signals</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Very favorable</li> <li>• Supports mission of Hospice to provide open access</li> <li>• Light rail, "Has a high cool factor"</li> <li>• Interested in reduction of parking requirements</li> <li>• Light rail aligns with core mission of providing open access to all — employees, volunteers, patients</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Idea introduced, no comment</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Need for pedestrian access and safety that is ADA accessible</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Hospice has 3 centers (north, central and south Pinellas)</li> <li>300 employees at Roosevelt location</li> <li>Total of 1,400 employees, 3,000 volunteers</li> <li>Hospice would like to expand services to chronically or seriously ill residents not just terminal illness</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, would support continued growth</li> <li>Provide mobility for volunteers and patients</li> <li>Hopes to reduce congestion and provide mobility</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Employees, volunteers and patients</li> <li>Needs to include late hours to cover employee shifts, Roosevelt office is 24-hour service</li> <li>Would assist employees and volunteers better complete their job and responsibilities</li> <li>"Employees and volunteers from St. Pete can assist the North County facility, because they cannot get to work without good transit access"</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Coordinated signals</li> <li>Sidewalk and bike facilities</li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, increased access for all who benefit from Hospice</li> </ul>

Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> <li>• Provided ideas to educate public:               <ul style="list-style-type: none"> <li>➤ Use a narrative from a users point of view, how it brings value to each individual — tell a compelling story</li> <li>➤ Focus on roadway vs. transit costs</li> <li>➤ Focus on auto ownership vs. transit costs</li> </ul> </li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Idea introduced, no comment</li> </ul>
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, will follow-up</li> </ul>

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## Steering Committee E (St. Petersburg)

### Home Shopping Network: April 29, 2013

Question	Reaction (Circle)	Comment
I. Welcome and Introductions		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Yes
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Question not asked
III Discussions		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Need to connect to Tampa</li> <li>Difficulty to rent cars during major events (RNC)</li> <li>Difficulty moving visiting talent around County</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Lack of transit</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Lack of transit</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Very favorable</li> <li>Supports mission of HSN, would leverage quality of life provide by light rail to attract new highly trained staff to live in Pinellas</li> <li>Light rail, "Has a high cool factor"</li> <li>HSN spends more 3million a year to relocate top trained employees. These employees highly value lifestyle and quality of life; light rail would attract these skilled employees.</li> <li>Light rail aligns with core mission of providing open access to all</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, very</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Need for safe pedestrian access, bicycle facilities and circulator, station should be located at 28<sup>th</sup> and Roosevelt</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• HSN Gateway Location</li> <li>• 2,700 employees</li> <li>• 24/7 operations</li> <li>• Peak during normal business hours (approx 2,000 emp)</li> <li>• No established shifts</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, currently get complaints from talent on getting from Hotel to HSN</li> <li>• HSN currently budgets for car service, that may not be needed with light rail</li> <li>• Bus service is not selling point</li> <li>• Light rail would sway HSN to move ahead with campus expansion</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Employees and visiting talent</li> <li>• Use it as a selling point to attract skilled employees</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Sidewalk and bike facilities</li> <li>• Parking and retail at station, "Starbucks and cafes"</li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Possibly</li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Idea introduced, no comment</li> </ul>
IV. Next Steps: Moving Forward, What to Expect		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, would like to send information to employees and schedule a presentation to employees during lunch at the HSN Hub (cafeteria)</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>

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## Steering Committee E (St. Petersburg)

Tampa Bay Rays: April 29, 2013

Question	Reaction (Circle)	Comment
I. Welcome and Introductions		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Yes
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Yes
III Discussions		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Need to connect to Tampa</li> <li>Traffic congestion to and from stadium during home games</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Traffic congestion and lack of transit</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Very favorable</li> <li>Would support Rays, yet are cautiously optimistic that it will be completed</li> <li>Rays have been asking for such transportation improvement for years</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, very</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Concerns over construction impacts of rail improvement</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• 200 employees</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Support and expand ticket sales</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>

Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>

Question/Comment	
III	Miscellaneous
	<ul style="list-style-type: none"> <li>• Rays had several questions about station phasing as well as phasing of route construction</li> </ul>
	<ul style="list-style-type: none"> <li>• Concerned over the length of time before construction would occur</li> </ul>
	<ul style="list-style-type: none"> <li>• Indicated that current ticket sales are evenly split between Hillsborough and Pinellas County</li> </ul>
	<ul style="list-style-type: none"> <li>• Indicated the importance of a Gateway Station</li> </ul>
	<ul style="list-style-type: none"> <li>• Concerned about design of rail, needs to be integrated into Tropicana site and compliment stadium not just bisect parking</li> </ul>
	<ul style="list-style-type: none"> <li>•</li> </ul>
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## Steering Committee E (St. Petersburg)

USF St. Petersburg: May 17, 2013 – *Note: limited meeting time available*

Question	Reaction (Circle)	Comment
I. Welcome and Introductions		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Yes
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Yes, Pinellas AA
III Discussions		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Local PSTA service improvements to increase circulation to campus</li> <li>Students benefit from existing trolley service</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Favorable for St. Pete, would like service nearby but not on campus</li> <li>However, USF policy <b>would not support</b> a direct connection of LRT on campus</li> <li>Concerns over providing station in student residential areas (see USF Master Plan)</li> <li>Concerns over transient population on campus/increased security issues if station placed on campus</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Expansion of campus as relates to 2020 Campus Master Plan</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, as long as it's not on campus</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>

Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked, Charrettes complete</i></li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• Yes, should contact Joe to participate in "Get on-board day"</li> <li>• Yes, follow-up with Joe on any future surveys and materials</li> <li>• Meet with new chancellor in August</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>• <i>Question not asked</i></li> </ul>

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## Steering Committee E (St. Petersburg)

Raymond James: June 04, 2013

Question	Reaction (Circle)	Comment
<b>I. Welcome and Introductions</b>		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Yes
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Yes, Pinellas AA and Pinellas MPO
<b>III Discussions</b>		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Transportation congestion is an issue and the County "...needs something else".</li> <li>Difficulty with traffic entering and existing Carillion, indicated need for more points of access</li> <li>Parking can be an issue</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><b>Question not asked</b></li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Providing more transportation options in Pinellas County</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Still a lot of work yet to go to have an operational rail service</li> <li>Positive about recommendation for the County</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, indicated the need for a connection across the HF Bridge to TIA and Tampa</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Need to identify station location with a more direct alignment to the HF Bridge</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Currently owns 470,000 sq ft of entitlements not currently developed</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Indicated interest in the final alignment in Carillion, specifically indicating the parcel owned by Raymond James on the SE corner of Carillion Parkway and Roosevelt intersection was intended for future expansion of the corporation</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Proposed route serves many of Raymond James associates in Pinellas County</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes will help coordinate to get the message out</li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Raymond James staff were very interested in the details of the referendum package, indicating that how the proposal is described needs to be concise and easy to understand</li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
IV. Next Steps: Moving Forward, What to Expect		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked, Charrettes complete</i></li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, check with staff to send informational materials through internal email distribution list</li> <li></li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>

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## Steering Committee E (St. Petersburg)

Jabil: June 19, 2013

Question	Reaction (Circle)	Comment
<b>I. Welcome and Introductions</b>		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	No
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Yes, Pinellas AA
<b>III Discussions</b>		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Indicated support for rail corridor, specifically for the health of the community as a whole</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, indicated the need for a connection across the HF Bridge to TIA and Tampa</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>The majority of Jabil staff would continue auto use unless the rail line was cheaper and more convenient than driving               <ul style="list-style-type: none"> <li>2,000 employees</li> <li>300 manufacturing jobs</li> <li>Majority of employees live in St. Pete, then West Tampa, Tampa/Brandon and Sarasota</li> </ul> </li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Lack of existing infrastructure</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Currently own property along the LPA alignment, but did not indicated any current development plans for that property</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Not necessarily seen as critical component of Jabil's growth</li> <li>Understood importance of green/sustainable values and the rail's ability to satisfy this value would be a benefit to the culture of Jabil</li> <li>Parking can be an issue and rail service may help provide options</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Could see use of corridor for employees during lunch to access other areas of the County and Westshore</li> <li>Employees would only use the rail line if it was more affordable and convenient</li> <li>The corridor serves many of the areas where Jabil employees reside</li> <li>Service would need to frequent and have longer hours for shift employees</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>

Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
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Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Jabil supports the LPA moving forward and understands, this is "...good for Pinellas"</li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked, Charrettes complete</li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, but would need to be vetted and coordinated with Lisa Nicholson and Phil Hubbell</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>

Question/Comment	
III	Miscellaneous
	<ul style="list-style-type: none"> <li>Interested in the perception of using rail versus local bus and the type of riders rail attracts (rail bias)</li> </ul>
	<ul style="list-style-type: none"> <li>Interested in hearing about how the /Jurisdictions has been and will continue evaluate development around stations</li> </ul>
	<ul style="list-style-type: none"> <li>Interested in understanding how local bus service would be enhanced with rail under the referendum proposal</li> </ul>
	<ul style="list-style-type: none"> <li>Interested in understanding what incentives could be provided for each user/staff member</li> </ul>
	<ul style="list-style-type: none"> <li>Interested in development incentives around stations</li> </ul>
	<ul style="list-style-type: none"> <li>Discussed impact that transportation investments can have on local business, specifically the impact of US 19 improvements as compared to impact of rail on business — importance of access to business health along a corridor</li> </ul>
	<ul style="list-style-type: none"> <li>Interested in how each station would develop and how local infrastructure funds would be implemented, such as sidewalks, crosswalks, new local streets</li> </ul>
	<ul style="list-style-type: none"> <li></li> </ul>
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## Steering Committee E (St. Petersburg)

All Children's Hospital: July 03, 2013

Question	Reaction (Circle)	Comment
I. Welcome and Introductions		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Some familiarity
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Yes, Pinellas AA
III Discussions		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Indicated support for rail corridor</li> <li>Emphasized need for increased Countywide bus system</li> <li>Emphasized need for circulator in downtown St. Pete</li> <li>Emphasized need for reliable and frequent service</li> <li>Emphasized need for direct employee connection to hospital</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, indicated the need for a connection across the HF Bridge to TIA and Tampa</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Staff would from use of the rail line               <ul style="list-style-type: none"> <li>3,000 employees</li> <li>80% working on campus</li> <li>46% of employees live in Pinellas and 80% of these employee live near rail line</li> </ul> </li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Concerns over available Right-of-Way on 6<sup>th</sup> Ave S.</li> <li>Concerns over pedestrian safety along 6<sup>th</sup> Ave. S.</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Hospital campus is expected to continue to experience growth</li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Would help Hospital attract talent from rail cities like St. Louis, Chicago, Texas, Atlanta and Minneapolis</li> <li>Would help to remove stigma associated with Pinellas County, "...not your grandmother's downtown..."</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Could see use of corridor for employees</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Neutral</li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
IV. Next Steps: Moving Forward, What to Expect		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked, Charrettes complete</li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, but would need to be vetted and coordinated with Human Resources</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>

Question/Comment	
III	Miscellaneous
	<ul style="list-style-type: none"><li>Interested in Countywide bus plan, schedule and recommendations, Bus efforts would support hospital's community health goals</li></ul>
	<ul style="list-style-type: none"><li>Interested in hearing about timing of study and travel time between rail destinations</li></ul>
	<ul style="list-style-type: none"><li>Interested in understanding park-n-ride opportunities and impact to Right-of-Way</li></ul>
	<ul style="list-style-type: none"><li>Wants team to come back and present in August with more materials</li></ul>
	<ul style="list-style-type: none"><li></li></ul>
	<ul style="list-style-type: none"><li></li></ul>
	<ul style="list-style-type: none"><li></li></ul>
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## Steering Committee E (St. Petersburg)

St. Anthony's Hospital: July 17, 2013

Question	Reaction (Circle)	Comment
I. Welcome and Introductions		
How familiar are you or your organization with the Pinellas MPO mission?	Yes/Positive No/Negative	Some familiarity
What, if any recent transportation planning activities have you (organization) been following or interested in?	Yes/Positive No/Negative	Yes, Pinellas AA
III Discussions		
What is the number one transportation problem in the County?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What in your (organization) opinion is the cause of this transportation problem?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
What do you (organization) feel are the most important transportation initiatives that the County should address?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Question not asked</li> </ul>
After listening to the summary of the Pinellas AA, How do you perceive the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Indicated support for rail corridor, "...Pinellas absolutely needs rail..."</li> <li>Emphasized need for increased Countywide bus system</li> <li>Emphasized need for circulator in downtown St. Pete</li> <li>Emphasized need for reliable and frequent service</li> <li>Emphasized need for direct employee connection to hospital</li> <li>Understand importance of LPA route, but also supports a more direct connection to hospital/major employers in downtown</li> </ul>

Question	Reaction (Circle)	Comment
III Discussions (Continued)		
How important is it to provide regional transportation connections to places like Tampa?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, indicated the need for a connection across the HF Bridge to TIA and Tampa — "...absolutely needs connection to Tampa..."</li> </ul>
In your (organization) experience what are the employment and housing trends currently occurring within this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Staff would from use of the rail line               <ul style="list-style-type: none"> <li>2,000 employees</li> <li>Shifts are from 7AM-7PM, 8AM-5PM, 3PM-11PM</li> <li>Weekday peak is 8AM-5PM (includes associated physicians)</li> <li>Weekend peak and second highest weekday peak is 7AM-7PM</li> </ul> </li> </ul>
What are the key transportation impediments to development in this station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Concerns over available Right-of-Way on 5<sup>th</sup> Ave N. and impact to employee parking</li> <li>Identified 4<sup>th</sup> Ave N. as better alternative</li> </ul>
What are your (organization) future plans for the station area?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
Would this premium transit recommendation support your (organizations) future plans?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Would help Hospital staff mobility</li> <li>Would help move staff between hospital and headquarters/orientation center at Bay Vista</li> <li>Currently hospital provides taxi vouchers to move employees between hospital and headquarters</li> </ul>
How would you (organization) use premium transit?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Could see use of corridor for employees</li> <li>Visitors could also use rail</li> </ul>
Are there other improvements that would make this recommendation successful?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>

Do you (organization) foresee any mutually beneficial partnerships between you (organization) and the rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
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Question	Reaction (Circle)	Comment
<b>III Discussions (Continued)</b>		
Would you (organization) publically support this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Neutral</li> </ul>
Would you (organization) publically support a new funding mechanism, such as an increase in sales tax to build this rail recommendation?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
If not a sales tax, what other options are there for funding this investment?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked</i></li> </ul>
<b>IV. Next Steps: Moving Forward, What to Expect</b>		
Would you (organization) be available or interested in attending the design charrettes? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li><i>Question not asked, Charrettes complete</i></li> </ul>
Would you (organization) be interested in participating in this scenario selection exercise? [If yes, verify point of contact]?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, but would need to be vetted and coordinated with Human Resources</li> </ul>
Are there any others you feel would benefit from today's discussion? If so, who?	Yes/Positive No/Negative	<ul style="list-style-type: none"> <li>Yes, will contact PSTA to coordinate presentation with appropriate groups</li> </ul>

Question/Comment	
III	Miscellaneous
	<ul style="list-style-type: none"> <li>• Will need a robust education program for public</li> </ul>
	<ul style="list-style-type: none"> <li>• Plan needs to be comprehensive, not just rail</li> </ul>
	<ul style="list-style-type: none"> <li>• Education should focus on how an individual rider would experience the service, rider's story</li> </ul>
	<ul style="list-style-type: none"> <li>• Wants team to come back and present in August with more materials</li> </ul>
	<ul style="list-style-type: none"> <li>• Concerns over transfers discouraging ridership</li> </ul>
	<ul style="list-style-type: none"> <li>• Emphasized need for connections in North County</li> </ul>
	<ul style="list-style-type: none"> <li>•</li> </ul>
	<ul style="list-style-type: none"> <li>•</li> </ul>
	<ul style="list-style-type: none"> <li>•</li> </ul>
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## **Appendix G: Stakeholder Large Group Meetings**



***Pinellas Transportation Plan***

***Land Owner and Business Stakeholder Meetings***

***Clearwater Large Group Meeting— February 5, 2013***

***Summary & Notes***

Staff	Scott Pringle, Alex English, Lauren Matzke, Jill Silverboard, Gina Clayton, Geri Campos-Lopez, Paul Bertels, Heather Sobush, Sarah Ward, Cassandra Borchers, Denise Sanderson
Stakeholder Names (No. = 20)	Affiliation (15 different businesses)
Pete Stasis	Clearwater Environmental Advisory Board
Anne Fogarty-France	Clearwater Downtown Development Board
Bill Sturtevant	Clearwater Downtown Partnership
Cheryl Collier-Reed	Pinellas County Community Development & Housing Finance Authority
Jeffrey Hartzog	Ruth Eckerd Hall
Eve Pennington	Water's Edge Condominium Association
David Allbritton	Clearwater Downtown Development Board
John Herndon	Water's Edge Condominium Association
Miguel Hall	Station Square Condominium Association
Steve Williamson	Clearwater Regional Chamber of Commerce
Pat Carlisle	Connelly, Carlisle, Fields, and Nichols Insurance Agency
Frank Dame	Clearwater Marine Aquarium
Wilma Milian	Hispanic Outreach Center
Duke Tieman	Lake Bellevue Neighbors Association
Shaka Reed	Clearwater Housing Authority
Donald Ewing	Clearwater Regional Chamber of Commerce
Carol Warren	Colliers Arnold, Commercial
Bob Clifford	Clearwater Regional Chamber of Commerce
Darlene Kole	Clearwater Beach Chamber of Commerce
Jason Gibertoni	Clearwater Beach Chamber of Commerce

## Introductions/Presentation

- Overview of PTP
- Overview of AA

## Discussion

Question 1 – What is the most critical transportation problem facing Pinellas County?

- Transit/transportation options (late night/early morning)
- Frequency of service
- North-South access, other than US19 and McMullen-Booth Road
- Regional connections
- Safety (related to early and late operating hours)
- Connections to Clearwater Beach?
  - BRT Study (DT Clearwater to Clearwater Beach)
- North County is left out
  - Jobs for North County

Question 2 – Do you agree with the AA recommendation?

- Noise/sound issues?
  - Rules for transit are different, but if on freight ROW, must use freight rules
- Crossings of long CSX trains – will that affect system?
- Will the light rail service be competitive with the car? (What is the goal to achieve with LRT?)
  - Provide options
  - Increase capacity overall
- AA doesn't serve all trips for all people
- Focus on tourism vs. commuting
  - Airport(s) to beaches
  - Connections to attractions regionally
- Connection to Hillsborough County is critical – why build if that never happens?
  - Replacement of north span of HFB under study now by FDOT
- Low-income workers need options for getting to work on the beaches, in service industries we don't think about
- Show of hands, who agrees with the AA? -3/4<sup>th</sup> of room

Question 3 — Downtown Clearwater Station (Pros/Cons)

- Central to Downtown & the Beach (Pro)
- ROW of CSX (less new impacts to communities) (Pro)

- Walking distance of major employers (Pro)
- Bus service directly serve station via new hub (Pro)
- Circulator service from station, around Clearwater/to the beach?
- CSX trains – will they impact operation? (Con)
- Other Comments:
  - Needs to be multimodal: BRT, LRT, regular bus service
  - Car Rental facility nearby?
  - Community Bus Plan – how soon will it take effect?
    - PSTA response – Within 1 year of referendum passing

#### Question 4 — Clearwater South-Morton Plan Station (Pros/Cons)

- Opportunities for surrounding neighborhood to build up around LRT (Pro)
- Morton Plant is a big client to service (Pro)
- Area isn't entirely pedestrian-friendly currently (Con)
- Traffic on Fort Harrison is typically heavy (Con)
- Other Comments:
  - What happens if CSX is not available?
    - Staff response: Use Design Alternative – Missouri Avenue, but Would lose Morton Plant traffic

#### Question 5 — What other Service Improvements for the County in general would you like to see?

- Connector service to Hillsborough
- HOV Lanes on US19/I-275
- MPO's top road priority project is 118<sup>th</sup> Avenue Expressway Connection between US19 and I-275, so there are no stoplights between North County and I-275



***Pinellas Transportation Plan***

***Land Owner and Business Stakeholder Meetings***

***Airport Large Group Meeting— February 19, 2013***

***Summary & Notes***

Staff	Scott Pringle, Alex English, Alicia Parinello, Cindy Margiotta, Mike Meidel, Joe Incorvia, Cassandra Borchers, John Villeneuve, Gordon Beardslee, Tom Whalen
Stakeholder Names (No. = 8)	Affiliation (7 different businesses)
Rhonda Sanborn	Visit St. Pete/Clearwater
Christian Simpson	Manheim St. Pete
David Mortus	GE Aviation
Matt Delahunty	US Coast Guard Airstation Clearwater
Bob Humberstone	St. Pete-Clearwater International Airport
Karen Gorenflo	FKQ Advertising & Marketing
Paul Engelhardt	Hallmark Development
Steve Engelhardt	Hallmark Development

## Introductions/Presentation

- Overview from Brad Miller
- Overview of PTP
- Overview of AA

## Discussion

Why is water transit not discussed in this plan, consider the amount of water that surrounds us?

- It is part of the MPO's long-term plan, but not part of the immediate transit needs of the area.

Pinellas County gets 8 million tourists a year, many of whom are day-trippers who drive – we should think about ways to get them off the road.

- An airport and beaches connection is critical, and may be done using circulators or a robust bus connection from the light rail line

- A combination of solutions is necessary to address varied needs – from daily commuters to tourists, to off-peak service workers

Have PSTA and HART called off any additional conversation about merging or combining services?

- HART and PSTA have agreed to continue to work together and realize cost-savings where possible
- There is no tremendous cost-savings, because there is no overlapping service – only would be administrative savings
- Howard Frankland Bridge corridor still very important in connecting the two counties

Did the data collected for the Pinellas AA account for seasonal adjustments in population, both for ridership and financial viability? How can it truly be representative?

- The forecast modeling is based on daily trips, varied users, and varied trips. It also accounted for an average across seasons for users and trips.
- The forecast modeling ensures the system will be utilized, and is conservative in its estimates, at that

What is the approximate cost per rider on buses today? What will the cost per rider be on LRT?

- PSTA currently collects a farebox recovery of about 30% (very good relative to other agencies)
- LRT would be somewhat lower, since it will be a new system and will have a learning and ridership curve
- In order to maintain and expand service, PSTA will require a greater local share in order to leverage more state and federal funding
- Case studies show light rail successes – none have fallen flat
- In the past, roads increased access to undeveloped (greenfield) areas – light rail increases access to redeveloping (brownfield) areas
- Look to Phoenix and Orlando as examples of indirect impacts of LRT
- Having all land uses (residential, jobs, industry, recreation) along rail alignment will let people live and work along it, removing vehicle traffic from roads
- Roads are subsidized invisibly

Question 1 – What is the most critical transportation problem facing Pinellas County?

- Lack of consistent traffic flow – need better signal timing in a straight line
- North Pinellas left out of this plan

- This is the first part of a much larger countywide plan (for increased bus coverage and frequency) and regional plan (for future light rail and rapid bus service)
- The PSTA Community Bus Plan addresses many of the needs in North Pinellas
- Lack of options and increasing congestion make attracting employees difficult
- How will stations be configured to accommodate parking and keep local congestion impacts to a minimum
- Parking costs are high for employers, especially to build a parking structure
  - City of Tampa uses TECO Streetcar as a model for parking and then taking transit to and from events in Ybor and Channelside
- Air Quality – most of Pinellas’ emissions are from cars, not heavy industry
- Federal belt-tightening may impact viability of future funding sources
  - Capital is more federal dollars
  - O&M is more PSTA/local dollars
  - Gas Tax is main source of federal funds (different than other federal departments)

#### Station Discussion: Airport Station (Pros/Cons)

- Station could have relationship with airport’s parking capacity (pro)
- Roosevelt may become fully elevated (flyover), so ground-level station area would be less auto-centric (pro)
- How many residents would want to live near the airport and light industrial in that area?
- The image of the ‘bus station’ must be changed, made more appealing
  - Frequency and speed will be primary concern, but curb appeal will be a close second to retaining riders
- This station will be ‘gateway to Pinellas County’ – should be as nice as possible
- Young professionals, as well as retiring professionals, will be interested in living in these multi-purpose areas near transit
- This station may have a little bit of everything instead of a primary neighboring use

#### Show of hands: How many agree with the AA recommendation?

- Entire room raised hands – 8 stakeholders



***Pinellas Transportation Plan***

***Land Owner and Business Stakeholder Meetings***

***Largo Large Group Meeting— February 20, 2013***

***Summary & Notes***

Staff	Scott Pringle, Alex English, Alicia Parinello, Heather Sobush, Mike Meidel, Bob Lasher, John Villeneuve, Carol Stricklin, Bob Klute, Caroline McLaughlin, Comm. Harriet Crozier, Glenn Bailey, William Roll
Stakeholder Names (No. = 11)	Affiliation (11 businesses/interests represented)
Armanda Lampley	Pinellas County
Jim Davis	(only address given)
Geri Remmy	City of Largo
Casey McPhee	City of Largo
Deborah Forster	Pinellas County Schools
Tom Morrisette	Central Pinellas Chamber of Commerce
Michael Smith	City of Largo Councilman
Ben Godwin	Largo
Ed Parker	Belleair/Largo
Linda McKenna	(none given)
Robert Pergolizzi	Gulf Coast Consulting

## Introductions/Presentation

- Overview from Brad Miller
- Overview of PTP
- Overview of AA

## Discussion

### General Discussion

- How does the LPA cost per mile compare to that of US 19 Improvements?
  - It is quite comparable to US 19, if taken on an average cost per year
  - SR 54 elevated lanes & I-4 lane expansion projects both more costly per mile than LPA
- Why does the Airport station ridership seem low?
  - It is a conservative forecast – does not account for a direct connection to the Airport, that would likely induce more station traffic

- Where will the land used to build the LPA come from?
  - The AA Study minimized ROW takes using public properties, existing ROW, and use of CSX ROW where possible
  - The AA also anticipates partnership opportunities between public and private entities
  - Light rail will induce redevelopment of vacant or underutilized land – it is good for brownfield development (vs. roads being more appropriate for greenfields)
  - The NEPA process will further and more closely evaluate the potential impacts to existing neighborhoods of building light rail
  - The East/West Bay corridor will have a center alignment, but is subject to change based on further study steps
- Why was East/West Bay chosen instead of Ulmerton?
  - This choice was based on use patterns, ridership forecasts, and the connection to Downtown Largo and other amenities

Question 1 – What is the most critical transportation problem facing Pinellas County?

- Increasing PSTA ridership – must be able to lead and feed light rail
- Better/more options for getting around, not just driving
- Congestion and lack of options make attracting employees difficult
- Movement East-West and North-South is slow – Largo is a long and skinny city

Station Discussion: Bay Vista Station (Pros/Cons)

- Roosevelt would have to be widened to fit all various improvements (rail, bike, pedestrian)
  - Much of the improvement may end up on vacant/private property – Bay Vista Park
- 70% of employees in Bay Vista live in Pinellas, 50% said they would take the train (attendee quote)
- Two different markets: Bay Vista employees, and Highpoint residents
- Pedestrian overpass over Roosevelt?
- The underserved population in Highpoint may need education on how they can benefit from the improvements
- Circulator around immediate neighborhood may be key for ridership
- Need future outreach to Bay Vista property owners for potential station placement

Station Discussion: Largo Town Center Station (Pros/Cons)

- Complete mix of uses – retail, commercial, residential, service employment
- Potential placement for Park and Ride to Tampa
- Large residential development on the way

- Tri-City connection, caddy corner across US 19 will be key – maybe a circulator?

Station Discussion: Keene-Starkey Station (Pros/Cons)

- Neighborhood station only – very residential
- No sidewalks currently

Station Discussion: Downtown Largo Station (Pros/Cons)

- Mixed use, 6-7 story building heights
- Hotels, regional attractors in that area – Largo Library, Park, perennial events
- Largo High School will be reconstructed and redeveloped
- Pedestrian overpass may again be necessary at that intersection of West Bay and Missouri
- Ensure that station matches City of Largo Strategic Plan and city's aesthetic

Show of hands: How many agree with the AA recommendation?

- 3/4 of room raised hands – about 7 stakeholders
- Concerns of others:
  - Incremental approach – make sure buses are saturated first before rail comes into the picture
    - First LRT wouldn't be until at least 2020, 2025
    - 2014 Referendum would double the existing bus service in Pinellas County
  - How much of the 1% sales tax would go to rail and how much to bus?
    - 45% bus, 55% rail, but would build full rail system, double the bus system, and have some left over for reserves and other expenses



***Pinellas Transportation Plan***

***Land Owner and Business Stakeholder Meetings***

***Greater Gateway Large Group Meeting— March 5, 2013***

***Summary & Notes***

Staff	Scott Pringle, Brandie Miklus, William Roll, Jennifer Bartlett, Heather Sobush, Cassandra Borchers, Bob Lasher, Gordon Beardslee, Cindy Margiotta, Joe Kubicki, Dave Goodwin, Tom Whalen, Bob Bray
Stakeholder Names (No. = 6)	Affiliation (6 businesses represented)
Seth Miller	Transamerica
Garry P. MacArthur	Pinellas Suncoast Credit Union (PSCU)
Ron Colaguori	St. Anthony's Hospital
Ian Larson	St. Petersburg Marriott
Chris Nightengale	Bright House Networks
Derek Recer	Raymond James

## **Introductions/Presentation**

- Overview of PTP
- Overview of AA

## **Discussion**

Question 1 – What is the most crucial transportation problem facing Pinellas County?

- Anecdotally, how many of your employees ride the bus? Some business stakeholders said not that many, maybe two; one said seven or eight of their employees do.
- How many hybrids is PSTA operating? Bob Lasher said 32 buses with 8 new hybrids on the way.
- What are we really talking about with the BOCC's decision? Are we actually going to have a vote on light rail in November 2014? Cassandra said we are working on that in 2013 with each of the Boards that represent the County. It would be a vote in 2014 and light rail will be featured in that, along with a greatly expanded bus system.
- Are you working with Hillsborough County on this and is this a regional effort? Cassandra said if Hillsborough County has rail in their plans it should match up with the Pinellas decision, but if they choose bus, the two technologies would need to meet at a certain point, wherever that's decided.

- How long would it take to get from St. Pete to Clearwater (on rail)? Scott said a little under an hour; on bus, it takes about two hours or more.
- Conversation regarding cost contingencies; contingencies were put in in every line item, from 15% all the way to 40%.
- Cassandra said the new Roosevelt Blvd “connector” will be \$100M per mile (to give a roadway project comparison because the Pinellas AA rail could cost \$64 to \$71M per mile).

Question 2 – Do you agree with the AA recommendation?

- It needs to be regional, must highlight that, and hopefully we have civil folks who will have a productive conversation about this, perhaps a press conference in the middle of Tampa Bay on the Howard Frankland Bridge. Will PSTA or someone hire an agency to do a campaign for this? PSTA cannot, but someone from the private side/business community can.
- Is there an educational component with this? Cassandra explained they have a Speakers Bureau program and right now they’re focusing on the Community Bus Plan.

Question 3: What do you think about the stations?

- Is there a more centrally located station location for Carillon? The Greater Gateway station is centrally located, especially in regards to employment.
- What is the flavor of one of these stations? How much parking do you need, what are we talking about here? Scott said for this station it will capture 30% of the line, Cassandra said to envision a multimodal center.
- The stations will “float” but will have more and more detail, especially when partnerships are identified. When that occurs the cost will continue to go down and down.
- What kind of crime do you expect at a station like this? Cassandra said that those safety elements will be planned into the station development, but similar to a large transfer station that exists right now for PSTA, it’s a different type of rider, the demographics change when considering rail. And it’s impossible to get on a train with a television.
- Cassandra said we’re not only trying to capture what is there today but what will be there tomorrow. We have good connectivity today, but we have a lot of room to add more, with bicycle and pedestrian connections.

Question 4: What growth do you expect for this area? What’s the vision for the growth?

- It’s an obvious geographic hub, good connection for St. Pete and other areas, and it’s close to the airport, great for residents and visitors, great to be able to leave an hour before your flight.

- The Pinellas rail system is considering something that can essentially turn on a dime; this is considerably more moveable than what Central Florida is working on with commuter rail, aka SunRail. It must be able to work within the fabric of a community and can't always be a straight line.
- Cassandra mentioned they're talking about 10-minute headways but commuter/locomotive (push-pull) is 30 to 40 minute headways.
- A third of the sales tax in this County comes from tourists/visitors.
- Scott explained how the transportation system can expand to accommodate growth on the roadways or capacity (you either add a lane on a highway or you add a car to a train).
- Another key goal with this project is to move people and not have to rely on an automobile to make all of your trips.
- The public will be interested in this if we focus on our return on investment.
- We need to explain to people how it will affect their pocket book.
- We have to keep up with the regions that are similar to us, such as a good climate, attracting new residents, growing, like a Charlotte or Albuquerque.



***Pinellas Transportation Plan***

***Land Owner and Business Stakeholder Meetings***

***Pinellas Park Large Group Meeting— March 7, 2013***

***Summary & Notes***

Staff	Scott Pringle, Brandie Miklus, Heather Sobush, Bob Lasher, Tom Shevlin, Bob Bray, Dean Neal, Joe Incorvia
Stakeholder Names (No. = 25)	Affiliation (22 different businesses/interests)
Chris DeMint	City of Pinellas Park (and citizen)
Linda Ruble	Citizen
Dennis Shelley	City of Pinellas Park Planning & Zoning
Larry Freid	Building Optimization Group, LLC
Tom Schmidt	Crown Auto Dealerships, Inc.
Peggy Kunda	City Planning & Zoning Commission
Lan Nguyen	WellSpring Oncology
Bill Vannatta	Kiwanis Club of Pinellas Park
Rick Butler	Vice Mayor, City of Pinellas Park
Bill Holmes	Citizen (& Pinellas Park Public Library Board)
Patti Johnson	Pinellas Park City Council
Christine West	Citizen
Bruce Baynard	Operation PAR, Inc.
Dan Sivers	The ENSER Corp.
Herb Kehdona (sp?)	Roberts...
Jon Farris	Crosspointe Church (& Pinellas Park Gateway Chamber of Commerce)
Edward Kosinski	Citizen
M.L. Haworth	Pinellas Park Police Department (PPPD) (& Co-Interim Assistant City Manager)
Paul Ziegler	Pinellas Park Chamber of Commerce
Lou Bommattei	Resident
Dave Carson	Resident
Avera Wynne	Tampa Bay Regional Planning Council
Peter Creighton	Huntley Properties
Jacob Huntley	Huntley Properties
Allen Conner	Robert's Mobile Home and RV Resort

## Introductions/Presentation

- Overview of existing transit service and the Pinellas Community Bus Plan from Bob Lasher
- Overview of PTP
- Overview of AA

## Discussion

### General discussion

- By a raise of hands, who knows what the Pinellas MPO is, before today? Most raised their hands.
- By a raise of hands, who has read recent news about the possibility of light rail in Pinellas? Most raised their hands.
- When was PSTA founded? 1984 through a merger between two existing transit agencies.

### Discussion regarding the AA

- What will the AA do to alleviate the congestion on US 19 due to the construction, etc.? US 19 is designed to be an automobile corridor that travels from N to S. We've heard this question from the focus group participants because there's a lot of US 19 fatigue. FDOT will end up spending more on 19's reconstruction than what is currently estimated for the AA.
- What does the 24K daily trips on light rail mean? This is a ridership projection for opening day, not 2035. One example is Phoenix, or Charlotte, and their first day estimates were well under the actual ridership they achieved. We are at the planning stage and we must use federal models, but ridership estimates can be very conservative.
- Is it fair to consider savings from reduced use on existing infrastructure, etc.? You're adding capacity in a corridor without expanding or widening a road.
- What is the concept to get folks to the stations? And how do they get to their destination once they get to their station? The project cost assumes the expansion of PSTA's bus service, looked into flex routes, circulators, and other types of service that can get people back to their neighborhoods, etc.
- With the penny tax increase, and what people currently pay to use the system, how much will have to fall to private enterprise? What will the revenue be to fund the \$1.5B? The assumption we're using is we get \$128M every year from sales tax with nothing coming in from ad valorem taxes.
- An Oncology Director participant mentioned many Haitians that need more transportation options and thinks a system like this will be greatly beneficial to them. In the Medical District in general, she would be very happy to have this so it can attract more people to the medical industry here in Pinellas.

- Scott mentioned the conversation they had with Morton Plant Hospital and 2<sup>nd</sup> or 3<sup>rd</sup> shift workers, and how big this is for the medical industry.

Question 1 – Show of hands, who thinks the AA is good for Pinellas? Most of the room raised their hands.

- One of the participants that disagreed thinks the roadway system is completely built out or completed to the capacity that it should be.
- Another doesn't think the congestion has materialized to the capacity that's been talked about, doesn't think the congestion is that bad on the road ways.
- One of the participants that agreed with the AA said different generations that are not as familiar with this area see a mass transit system as more feasible than those that have lived here all their lives and are not familiar with transit as a viable option.
- Discussion regarding the difference between the RNC and DNC and the connectivity that we lacked but the connectivity that Charlotte was able to take advantage of.
- What about the connection across the bridge? A lot of discussions will need to take place about what this will be, what technology makes sense, FDOT replacing the bridge soon, looking at toll lanes across the bridge.
- If you put the two business districts together, Gateway/Carillon and Westshore, it's the largest business district south of Atlanta.
- Where would the station be at TIA...they are updating their master plan right now, but there are early plans to expand the terminals they have to pick up more traffic that a rail system would generate.
- What would you pay in the future? The same as what you pay for PSTA service today.

Question 2 – Gateway Centre Station (Pros/Cons)

- This station would be an optimal location because of all the vacant land.
- What's the tolerance of a person for walking to a station? About a ¼ mile.
- What will light rail do to existing businesses? What will it do to our economy? There will be construction, but the mom and pop businesses, once they get the foot traffic, they will see a rise in business and we will avoid construction headaches as much as possible.
- The next step will be an environmental analysis, not just to bugs and bunnies, but the impact to people.
- The type of development around the station should be mixed-use.

Question 3 – Park Place Station (Pros/Cons)

- Will be tricky in where you place your station for the Park Place Station, especially with engineering considerations.
- If you put this station on the W side of US 19, will you put a fly over on this? It will be difficult for pedestrians to cross at 19.

- A stakeholder agrees with the current station location, there's a lot of parking already there.
- Another stakeholder thinks it's a good central location. A station with express bus service here could double the amount of business that's going on right now.
- Did you look at the train depot? The existing CSX tracks are there, a direct connection, but there are so many jobs in the Carillon/Gateway area, if they put a station there, there was a large drop in ridership.
- A TBRPC representative noted there are different ways to look at the system as a whole, perhaps rail for the north-south and everything else is BRT but a compromise for the future development could be a hybrid. This area is difficult because there aren't a lot of 45 degree angles. SR 60 is a nightmare any time of day you take it, they don't have an E-W interstate corridor, and if you go with BRT versus rail for that corridor, it may be just as expensive due to the ROW costs.



***Pinellas Transportation Plan***

***Land Owner and Business Stakeholder Meetings***

***St. Petersburg Large Group Meeting— March 15, 2013***

***Summary & Notes***

Staff	Scott Pringle, Brandie Miklus, Cassandra Borchers, Heather Sobush, Joe Kubicki, Dave Goodwin, Tom Whalen, Derek Kilborn, Chris Ballestra	
Stakeholder Names (No. = 24) ~ <i>more attended but didn't sign in</i>		Affiliation (21 businesses/interests represented)
Ben Hayes	Tampa Bay Times	
John Kresge	Raymond James	
David Klement	St. Petersburg College	
Julie Jakway	USFSP	
Calvin Samuel	The ARC Group	
Mark Ferguson	Ferg's Sports Bar and Grill	
Dan Harvey	EDGE Business District and Downtown Neighborhood Association	
Bill Kent	George F. Young, Inc.	
Jon Gotwald	George F. Young, Inc.	
Jack W. Tunstill	Albert Whitted Airport Advisory Commission	
James Dickson	Adams & Reese / St. Petersburg Chamber	
Alexander Smith	Hayes   Cumming Architects	
Ron Colaguori	St. Anthony's	
Steve Westphal	GoToStevens	
Lee Austin	EcKall Development (sp?)	
Nancy Westphal	GoToStevens	
Lee Ann Barlas	EDGE Business District and Downtown Neighborhood Association	
Kanika Tomalin	Bayfront Health System	
Anne Drake McMullen	Doyle Wealth Management	
David Harris	Professional Service Industries (PSI)	
Mark Stroud	Marcus Partners	
Joel Giles	Carlton Fields	
Scott Nolin	All Children's	
Jeff Danner	St. Petersburg City Council	

## Introductions/Presentation

- Introduction from Scott Pringle and Cassandra Borchers
- Overview of Pinellas MPO and PSTA
- Overview of ongoing plans, including the PTP and Community Bus Plan
- Overview of AA

## Discussion

General discussion regarding the AA

- Scott explained this analysis was done by looking at people and jobs within a half mile of the light rail line. We must use the forecasted job information used by the Pinellas MPO.
- Why did you exclude much of the western half of the county in the study? We looked at where people are moving, where people are traveling to, where the jobs are, where the major residences are, must look at where the light rail investment will have the most potential to succeed and pick up riders.
- Used a comparison with the interstates and local streets when talking about the importance of connecting to light rail by the supporting local bus system.
- What's the population density on the west coast of Pinellas and the beaches? The beaches are some of their most crowded routes, some SRO, when building a high capacity system, you have to get to the jobs, and when you need a homerun when starting something like this, you need a "place to start" which is connecting to the Greater Gateway area.
- Why do you look at the 5-mile radius? This is a standard you use for park-n-rides, but we're most interested in the walk trips and the trips that are made within  $\frac{1}{4}$  or  $\frac{1}{2}$  mile from a station.
- Why to the east? We're looking at the jobs and residents that we're trying to serve. Also, we're hoping to utilize the ROW with one of our partners, FDOT. You also must look at your strongest trips and your most productive routes. We live in paradise. We have a grid system. And these are our three highest employment centers; we're trying to connect all three.
- The investment put towards US 19 investment will be an even higher expense per mile when compared to the AA cost assumptions.

Show of hands, who thinks light rail is a good idea?

- All raised their hands saying they think light rail is a good idea, but had questions regarding connecting to Tampa.

## General discussion regarding the AA (continued)

- Danner mentioned the importance of having TBARTA as a partner with them being a transportation authority over a seven-county region, and also having two Hillsborough reps, HART and Hillsborough MPO, on the PAC for the AA.
- Is this an elevated system or on the street system? Has this been taken into account regarding the impact with traffic? Yes, especially in the next steps. What we saw in the AA, there are no fatal flaws.
- How do you get people out of their cars? It's about convenience. Quality of life and convenience.
- What is the difference in operating cost between rail and bus? 8.6M per year to operate the type of bus rapid transit we're talking about here, so basically we're talking about an operation cost that is twice as much as BRT for light rail. Must look at trade-offs between the two.
- We must change people's mindsets and misconceptions about transit.
- Will the one cent sales tax cover this cost (for light rail)? Yes, and looking at state and federal funding as well as public private partnerships.
- How many stations? 16 along the entire route (in Pinellas), to put it in perspective with Orlando's commuter rail, this is a smaller train, it's quicker, high speed is 65 or 70 mph, but you're limited with turns, etc. Bus can also get at a top speed of 65 mph, but when we're stopping every 700 feet, you're traveling about 14 mph.
- How long does it take from St. Pete to Clearwater on light rail? Under an hour, approx. 54 minutes.
- Did you consider parking in your cost estimates? Yes. And depending on the station, you may not have a lot of parking at a transit and walking station such as Downtown St. Petersburg.
- Where are the stations located in Downtown St. Pete? 1<sup>st</sup> North and 1<sup>st</sup> South pair is what we're looking at in Downtown St. Pete.
- Will the bike paths that are located on these two avenues, will these be impacted? No.

## What is absolutely essential to connect to?

- Beach Drive
- 10-10 (condos), a mix of residents and businesses
- 2<sup>nd</sup> Avenue S may be perfect for transit and keep the train closer to the center of downtown, re-locate the Pinellas Trail to connect to 2<sup>nd</sup> Ave S
- Joel Giles has a proposed change: We instead come into downtown on 5<sup>th</sup> Ave N and go past St. Anthony's Hospital and south on 8<sup>th</sup> St, then turn on 5<sup>th</sup> or 6<sup>th</sup> Ave S and go east and go past those employers...this would allow to touch 4 of the 10 largest employers in the County. Second, compared to 1<sup>st</sup> Ave N and S, it minimizes street crossings because there are none on 9<sup>th</sup>. Tropicana Field is off to the west (not a lot of street crossings there either), less affects to traffic. And third, in the field of real estate development as a law practitioner, you must look at the amount of developable land. There isn't as

much on the proposed avenues as there is on 9<sup>th</sup> Ave. Also, the development will take place 6 or 7 years out and not today so this would be during the next “up cycle” and if we do this, we may be in the nexus of this development.

- Where does this go? It’s a loop, it gets you in and out.

#### AA and Downtown St. Petersburg discussion

- The next steps are the environmental analysis (NEPA) and Design.
- Thank you for these comments and suggestions, we’ll be looking at this during the Charrettes.
- With a small loop, you won’t gain as many riders, it’s one of the greatest places to walk in the entire Tampa Bay region, five to 10 blocks? Will people walk that far to get to a station? Yes, people will do this. And must look at it from a cost standpoint.
- Speaking of All Children’s Hospital, 6<sup>th</sup> Avenue is pretty congested as it is, families and people on foot, 6<sup>th</sup> Ave and 6<sup>th</sup> St is a very busy intersection, particularly when people are heading home from work.
- From a medical standpoint, this is a 24-hour operation with two 12-hour shifts. This was also heard from Mr. Novak with Morton Plant Hospital.
- 85 acres is a huge development, but we need to make sure this (area) is connected b/c this will be redeveloped one day
- What are the headways? 7 minutes during peak times and 10 minutes during off peak. To give context, DC’s Metro runs every 8 minutes, Paris runs every 2.5 minutes, New York is non-stop.
- Will the one-cent sales tax have a sunset (does it end)? There is no sunset. The funds will assist with operations as well as federal partnership assistance.



***Pinellas Transportation Plan***

***Land Owner and Business Stakeholder Meetings***

***St. Petersburg Large Group Meeting— August 26, 2013***

***Summary & Notes***

Staff	Cassandra Borchers, Cyndi Raskin-Schmitt (PSTA); Sarah Ward, Heather Sobush, Chelsea Favero (MPO); Joe Kubicki, Dave Goodwin, Tom Whalen, Derek Kilborn, Evan Mory, Rick Mussett (City of St. Petersburg); Linda Fisher (PPC); Scott Pringle, Brandie Miklus (Jacobs); Jared Schneider (TOA)
Stakeholder Names (No. = 19)	Affiliation (15 businesses/interests represented)
Councilman Jeff Danner	St. Petersburg City Council
Anne Drake McMullen	DWM/St. Petersburg Area Chamber
Gene Smith	BS&T, LLC
Lavah Lowe	Bayfront Health Network
Kimberly Bailey	City of St. Petersburg (Business Retention and Development)
Brian Caper	City of St. Petersburg (Economic Development Analyst, Incentives)
Bill Kent	George F. Young
Josef Rill	USFSP
Jon Gotwald	George F. Young
Lea Ann Barlas	EDGE Business District
Ron Colaguori	St. Anthony's Hospital
Dan Harvey	EDGE Business District
Scott Nolin	All Children's Hospital
Wendy Giffin	Osprey
John Kresge	Raymond James
Govardhan Muthyalagari	HNTB
Lee Allen	St. Petersburg Area Chamber, TTF
Bill Walsh	Tampa Bay Rays
Tim Clemmons	Mesh Architecture

## **Introductions/Presentations**

- Introduction from Councilman Jeff Danner, City of St. Petersburg
- Greenlight Pinellas Plan and Public Outreach, Cassandra Borchers, PSTA

- Community Design and Downtown Mobility Charrette Overview, Scott Pringle, Jacobs
- City of St. Petersburg Transportation Initiatives
  - Central Avenue Bus Rapid Transit (BRT), Joe Kubicki
  - Central Avenue BRT Corridor Enhancement Project, Joe Kubicki
  - Art in Transit Project. Councilman Danner
  - Downtown Intermodal Center Update, Joe Kubicki
  - I-175 Interchange Modification, Joe Kubicki

## Questions and Discussion

- Discussion regarding WiFi on all of the buses.
- Discussion regarding what to tell employers and other business stakeholders that ask about why some PSTA buses appear empty yet some are only standing room only during parts of the day. PSTA referred them to a video produced recently that is available on YouTube that helps answer this question.
- Conversation about how frequency generates service and ridership.
- Conversation regarding what will happen to PSTA and Pinellas County if the referendum doesn't pass.
- Discussion regarding the options proposed during the Downtown St. Petersburg Design Charrette and when the final route will be chosen (not after the next steps which are the environmental analyses, engineering considerations, right of way acquisition, etc.).
- Conversation regarding jobs and employees reached with the LPA alignment and the alignments proposed during the Design Charrette.
- Discussion of what Downtown St. Petersburg employers can do to help the conversation and help people understand the benefits of what is being proposed.

## **Appendix H: Design Charrette Pre-Meeting Materials**



Dear Charrette Participant,

Thank you for agreeing to attend the Park Place Station Design Charrette hosted by the Pinellas Metropolitan Planning Organization (MPO) and the Pinellas Suncoast Transit Authority (PSTA). The event will be held on Friday, April 5th at 1:00 p.m. at the Tampa Bay Regional Planning Council. Please refer to the following pages for more information.

### WHAT IS A CHARRETTE?

Char•rette [shuh-ret] noun – an intense, collaborative design process.

Charrettes, dating back to 19th century France, have evolved over time and are now known as intense, collaborative design processes. Today, charrettes are commonly used in community design and planning. Charrette workshops may include visioning, consensus building, goal development activities — concluding with a design/plan. These workshops are typically a collaboration between professionals and community members.

### HOW COULD PINELLAS GROW AROUND RAIL TRANSIT?

The focus of the Design Charrette for which you have been invited is Transit Oriented Development (TOD) in Pinellas County.

### WHAT IS TRANSIT ORIENTED DEVELOPMENT?

Transit Oriented Development (TOD) focuses on creating compact neighborhoods with housing, jobs, shopping, community services, and recreational opportunities, all within easy walking distance (up to a ½-mile) of a transit station. It consists of moderate to high density development or redevelopment that can help maximize transit use.

TOD can accommodate many travel modes (buses, trolleys, trains, autos, etc.) with an emphasis on pedestrian and bicycle access to a transit station. Special features of TOD typically include: buildings close to the street, street trees and benches, complete streets with well-lit bicycle paths and sidewalks, and frequent transit service. Examples of TOD are shown below.



### WHAT ARE THE GOALS OF THE CHARRETTE PROCESS?

- 1 We want to hear how you think TOD could benefit the communities in and around the potential Park Place light rail station area.
- 2 We want to understand your perspective on how the potential Park Place light rail station area might grow and develop over time.
- 3 We want to hear your opinion on how bus and light rail transit stations, as well as TOD, should look and feel within the potential Park Place light rail station area.
- 4 We hope to facilitate what will be one of many conversations about the potential for TOD between Pinellas County residents, the development community, area landowners, business leaders, and project staff.

The charrette will last from 1:00 p.m. to 5:00 p.m. We'll take short breaks and have snacks and refreshments on hand.

### WHEN TO ARRIVE

We will be breaking into smaller groups for most of the charrette, it is important that you participate for the entirety of the event. Unfortunately, if you come late or leave early you will miss critical parts of the discussion. The event will begin promptly at 1:00 p.m. Plan to arrive between 12:45 and 1:00 p.m. so that you can grab a refreshment and get settled; if you don't arrive by 1:15 p.m., your seat may be given to an audience member.

### FOR MORE INFORMATION

For more information please visit the following websites:

- TellUsPinellas.com
- PinellasOnTrack.com
- Busplan.psta.net
- Pinellascounty.org/mpo
- PSTA.net
- GreenlightPinellas.org

Follow us on Twitter at: Twitter.com/TellUsPinellas (#TellUsPinellas)



Dear Charrette Participant,

We appreciate your commitment to participate in the Park Place Transit Station Charrette. We have a full charrette agenda, which will include a series of facilitated discussions and design exercises. Our space is limited for participants, so if your plans have changed please let us know.

The Pinellas Metropolitan Planning Organization (MPO) Pinellas Transportation Plan (PTP), will include a comprehensive array of transportation improvements, such as the light rail project that was selected as a result of the Pinellas Alternatives Analysis last year, roadways, trails, pedestrian and bike facilities, and bus transit services. Although the current plans are subject to change based on a variety of factors, your thoughts and ideas are critical for us to create a series of graphics that will help communicate to others how these transit station areas could look in the context of Pinellas County. Your vision, ideas and comments will inform future community conversations, and help to shape the evaluation and decision making processes that are the next steps towards future detailed engineering and design efforts.

To save most of the charrette time for discussions and activities, we've attached some information about Transit Oriented Development (TOD), the charrette process and the station area for your review prior to the discussion. Background information on the following efforts are also being provided: 1) Pinellas Alternatives Analysis, the process through which the transit corridor and technology were determined; 2) the Pinellas Community Bus Plan, currently underway to determine future bus needs throughout the County and how bus service would work in concert with the rail to increase the effectiveness of the overall transit system; and, 3) the PTP, which will incorporate elements from the Alternatives Analysis and Bus Plan into our county's long-range transportation plans.

We look forward to the mutual sharing of ideas and your participation in what will be the first of many conversations to come about the future of these potential station areas. Should you have any questions please feel free to contact us.

Sarah Ward, Executive Director  
Pinellas Co. Metropolitan Planning Organization  
(727) 464-8200  
[sward@pinellascounty.org](mailto:sward@pinellascounty.org)

Brad Miller, Chief Executive Officer  
Pinellas Suncoast Transit Authority  
(727) 540-1800  
[bmiller@psta.net](mailto:bmiller@psta.net)

### Park Place Station Charrette

Friday, April 5, 2013  
1:00 p.m. to 5:00 p.m.

Tampa Bay Regional Planning Council  
4000 Gateway Centre Blvd., Suite 100  
Pinellas Park, FL 33782

*See "When to Arrive" on page 1 for suggested arrival times and late arrival information.*

### WHAT TRANSPORTATION PLANS ARE SCHEDULED FOR 2013?

#### Pinellas MPO's Pinellas Transportation Plan

The Pinellas Transportation Plan (PTP) is a 25-year vision of transportation improvements that best serve Pinellas County's needs and expectations. The Pinellas County MPO develops the PTP (also known as a Long Range Transportation Plan) every five years to account for the latest growth patterns and goals for the future.

The PTP identifies future transportation projects and priorities that will maintain and improve the transportation system over time, and having this plan is required to secure state and federal transportation funds for projects, such as: light rail transit; bus service enhancements; roadway, bicycle and pedestrian improvements; freight; safety upgrades; and congestion management/signal coordination projects.

To help determine the right mix of projects, we must understand how people and goods need to move around the county, where people are traveling, where the trouble spots are now, and where we foresee future congestion problems.

The PTP aims to prioritize transportation improvements that will:

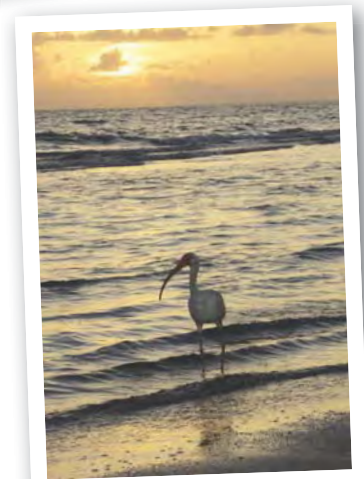
- attract new, higher paying jobs and young professionals;
- improve accessibility, especially for those aging in place; and,
- move all people and goods more safely and efficiently.

#### PSTA's Pinellas Community Bus Plan

The Pinellas Community Bus Plan is an in-depth study of the PSTA bus system that will identify strengths, areas for improvement, and make suggestions to improve efficiency and increase ridership. The Bus Plan will look at the changing mobility needs of the county's residents, workers, and visitors.

The Bus Plan will provide recommendations that can be implemented immediately (1-3 years), in the short term (4-6 years), in the mid term (7-10 years), and long term (15 & 25 years). These recommendations will:

- maintain safe, high-quality existing service and introduce service enhancements;
- maintain core services to markets that serve transit-dependent populations, seniors and riders with disabilities;
- invest resources where they will have the maximum benefit to customers; and,
- increase the efficiency and effectiveness of PSTA service.



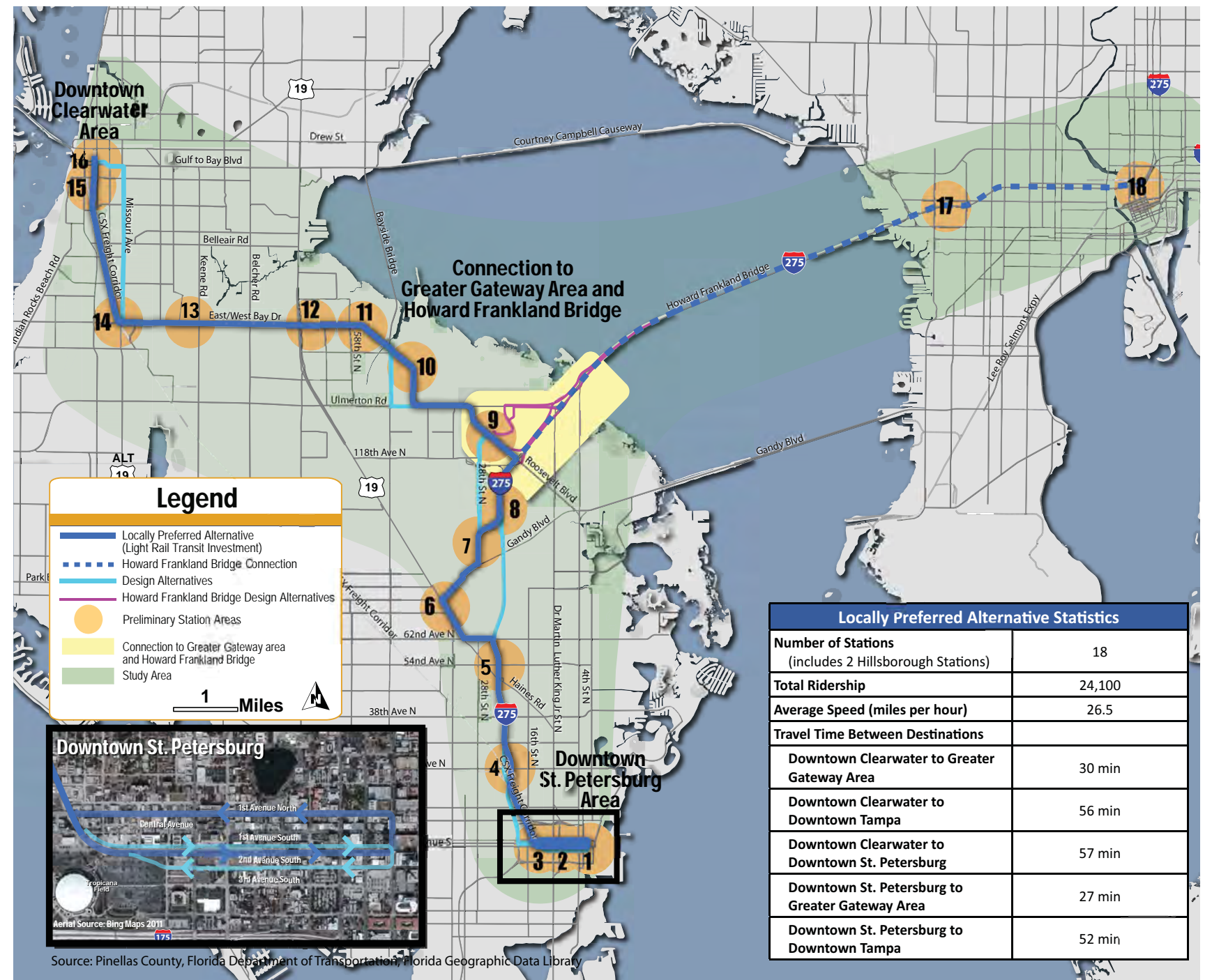
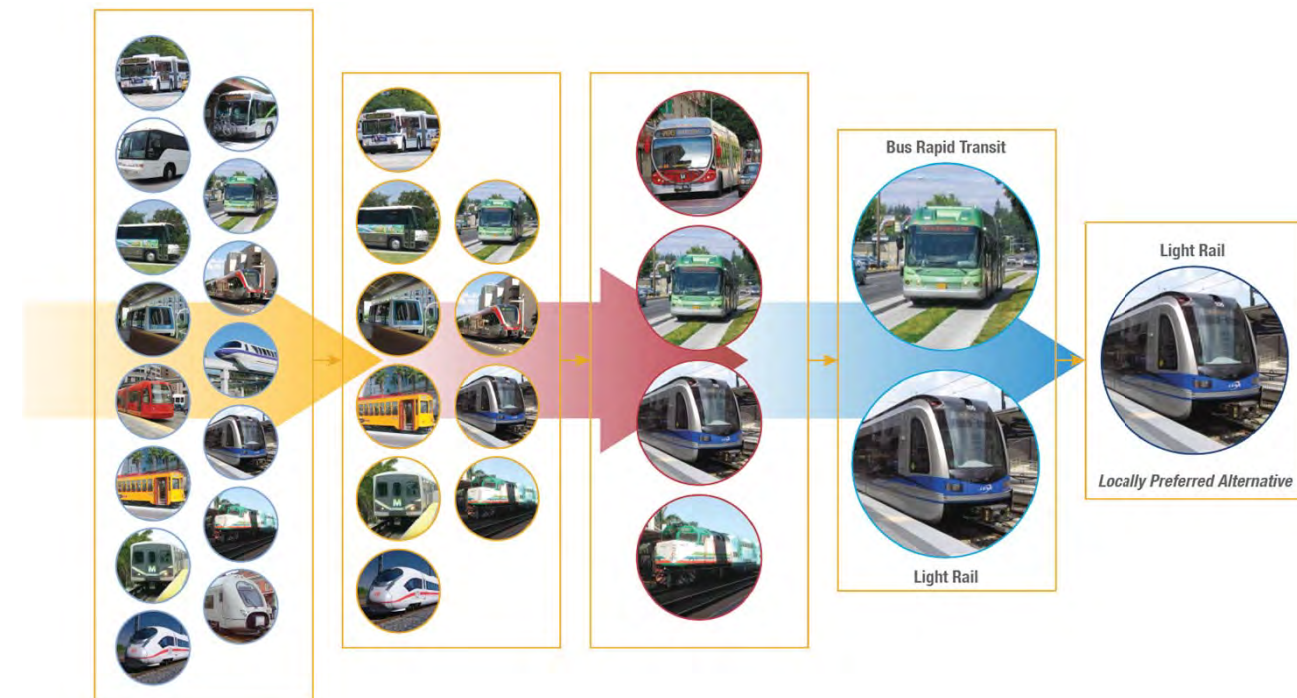
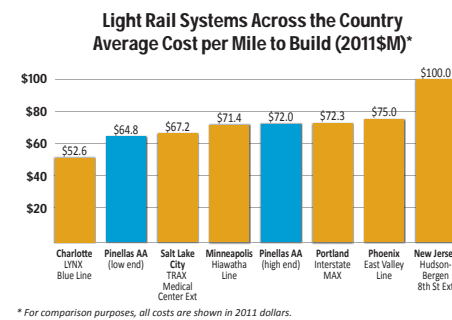


#### WHAT TRANSPORTATION PLANS WERE COMPLETED IN 2012?

##### Pinellas Alternatives Analysis

The Pinellas Alternatives Analysis (AA) evaluated transit options that would improve Pinellas County's and West Central Florida's quality of life. In doing so, the Study examined options to implement premium transit service connecting major residential, employment, and activity centers in Pinellas County to the Westshore area as well as Downtown Tampa via the Howard Frankland Bridge corridor.

After evaluating over a hundred different options, the Study recommends a 24-mile light rail Locally Preferred Alternative (LPA). The LPA was selected for its ability to offer transportation options that are safe, sustainable, affordable, and efficient, and will act as a catalyst for a vibrant and economically sustainable future. Significant countywide local bus enhancements are recommended to support the LPA, nearly double existing local bus service with portions being implemented before light rail. The study was prepared for the Florida Department of Transportation, Pinellas County MPO, PSTA, and the Tampa Bay Area Regional Transportation Authority.



Locally Preferred Alternative Statistics	
Number of Stations (includes 2 Hillsborough Stations)	18
Total Ridership	24,100
Average Speed (miles per hour)	26.5
Travel Time Between Destinations	
Downtown Clearwater to Greater Gateway Area	30 min
Downtown Clearwater to Downtown Tampa	56 min
Downtown Clearwater to Downtown St. Petersburg	57 min
Downtown St. Petersburg to Greater Gateway Area	27 min
Downtown St. Petersburg to Downtown Tampa	52 min



### WHAT TO EXPECT DURING THE CHARRETTE?

At the Charrette, you will be with facilitators and artists in small groups of five and your activities will include:

- 1 An Overall Concept Sketch showing how people move in and around the ½ mile station area. This will include looking at existing centers as well as areas of potential future activity.
- 2 A Plan Sketch which will provide more detail, illustrating the potential vision of how a portion of the station area might develop over time.
- 3 Finally, a Section Sketch will be produced from an actual area photograph, showing one potential vision of how an area might visually change over time.

Don't worry—we'll have plenty of time for our facilitators and artists to help put your ideas to paper! It is important to remember that the LPA (24 mile light rail corridor) was selected through the Pinellas AA after nearly two years of study and community meetings. However, more discussion is needed. The final location of rail stations are subject to a number of factors that may alter their location or design.

### FOOD FOR THOUGHT

We're sure you'll have many questions about the project and process, but here are a few to consider before the Charrette:

- What do you like most about the existing development within the potential station area? What do you like least?
- What do you hope the potential station area will look like in 20 years? How about in 50 years?
- How could (re)development of the potential station area affect the quality of your life and/or employer or business?
- What cities have you visited that have had light rail transit? What did you like most about them? What did you like least?
- What, if anything, keeps you from walking and bicycling more?

Examples of Design Charrette Renderings



### WANT TO FAMILIARIZE YOURSELF WITH THE AREA BEFOREHAND?

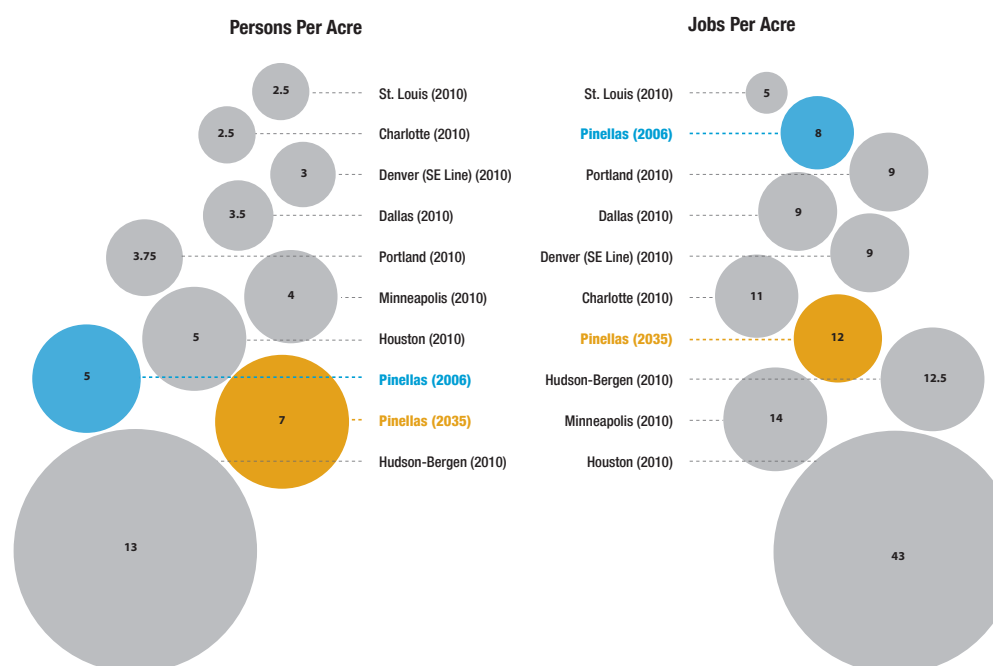
Chance favors the prepared mind! To get ready for the charrette, we recommend the following ways to familiarize yourself with the area we'll be talking about.

- By car: From US 19 and Gateway Center Blvd, drive south along US 19 until you pass the Tijuana Flats restaurant (the northeast edge of the station area) and continue south, taking a left turn onto Haines Road N until you pass 64th Ave N (near the southeastern edge of the station area). Also, consider driving east along Park Blvd from 43rd St N (CITGO is near the western edge), crossing over US 19 (where Park changes to Gandy Blvd) and continuing until you reach Dimmitt Cadillac (the northeastern edge).
- On foot: Try walking from the entrance to the Sunset Palms Development (located at the intersections of Sunset Blvd and Gandy Blvd) to the City of Pinellas Park's Youth Park complex, located near the intersection of 40th Stt N and 66th Ave N. It may surprise you how difficult it is to find a direct route between the two!

Preliminary Station and Design Focus Areas

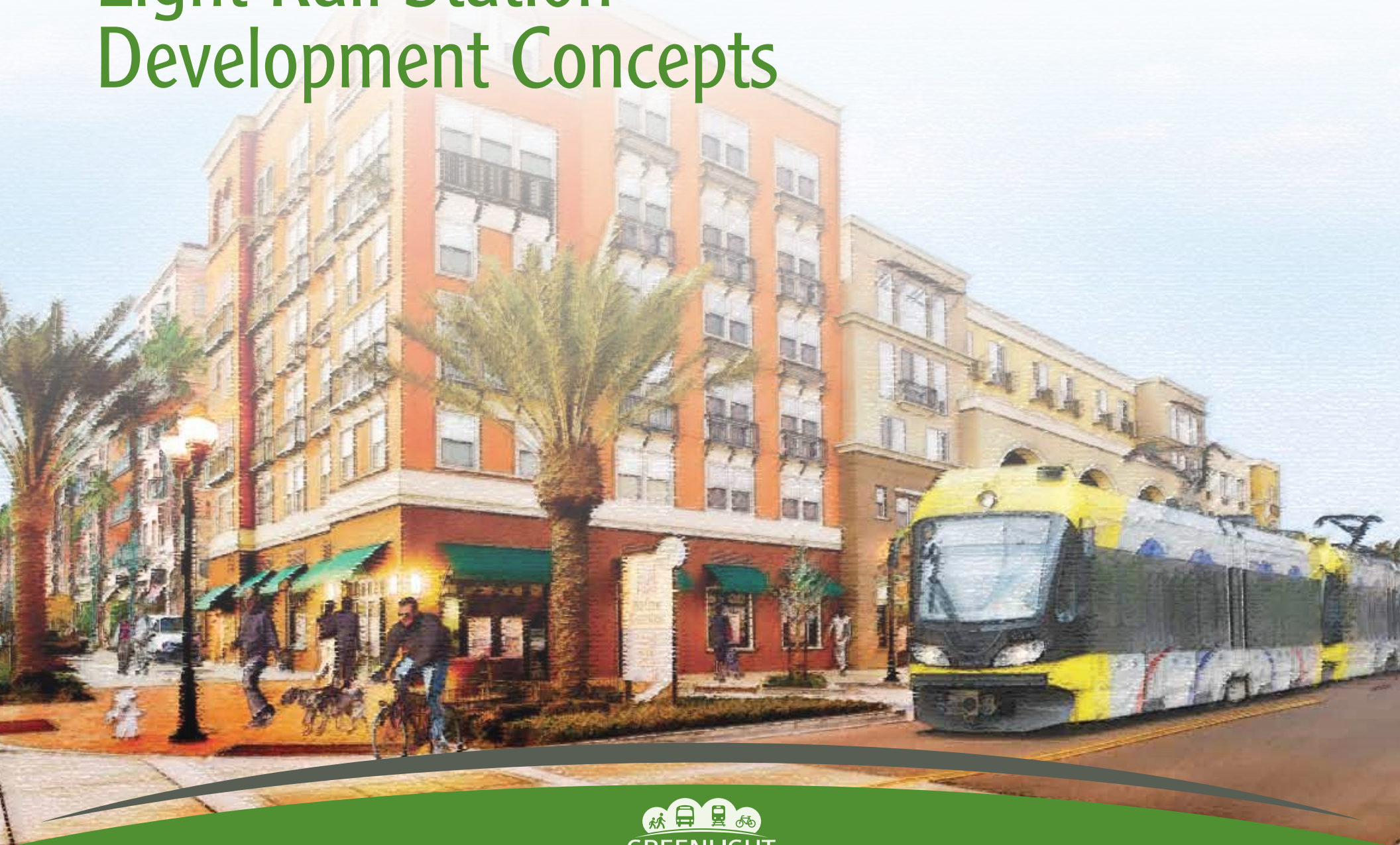


How We Compare to Cities with Light Rail



## **Appendix I: Light Rail Station Development Concepts**

# Light Rail Station Development Concepts



# Improving Mobility in Pinellas County

Through two related efforts, the Pinellas County Metropolitan Planning Organization (MPO) and Pinellas Suncoast Transit Authority (PSTA) are working to identify projects that will improve mobility throughout Pinellas County.

## Pinellas Transportation Plan

The Pinellas Transportation Plan is the Pinellas MPO's Long Range Transportation Plan. This 25-year vision outlines all types of transportation projects (for autos, transit, pedestrians, and cyclists) to maintain and improve the transportation system for Pinellas County's residents and visitors. The Pinellas MPO updates the Plan every five years to account for estimated population growth and new or modified goals for the future.

### Today...

Pinellas County has reached a decision point. The county has developed almost all of its land, and is running out of room to expand or build new roads. With little space to build new businesses, homes, and shops, the county's growth has slowed significantly. What growth does occur in the coming years will likely be in our iconic neighborhoods and along our major roads.

Without space to build new roads, congestion will worsen year by year and we will have to continue widening the roads we have, so that many will look like Ulmerton Road or US 19.

Pinellas County has historically invested much less in transit than the rest of the U.S. As a result, less than 15 percent of jobs and people are within walking distance of frequent bus service.

"With a major transit investment and growth focused in key activity centers, 80% of the county's residents will live and 86% of the county's employees will work within walking distance of frequent transit service.

### A Future with a Transit Investment...

Pinellas will continue to be a wonderful place to live. But to protect our quality of life we must plan ahead and look at all transportation options. To create a vibrant and prosperous future, we need to imagine new ways to travel and new ways to grow.

This is why many discussions now center around new bus and rail – a vastly improved transit system that provides fast and convenient ways to travel, attracts jobs and housing, and preserves our established and vibrant neighborhoods.



## What is this brochure?

The following pages show images of today and future concepts of what station areas around Pinellas County could look like with a new bus and light rail system. The concepts and visions for the station areas will help as we move to the next steps of the decision-making process.

## Station Areas

### Downtown Clearwater

Clearwater South

Downtown Largo

Keene-Starkey

Largo Town Center

Bay Vista

St. Petersburg-Clearwater

International Airport

Greater Gateway

Toytown

Gateway Centre

Park Place

Lealman

Woodlawn-Crescent Lake

Downtown St. Petersburg

*The development concepts for the potential station areas show locations, however they are not definitive and may change.*

*The images and illustrations here remain highly conceptual, and are intended to demonstrate what the area could look like.*

# Greenlight Pinellas

Greenlight Pinellas is a community conversation about transportation and the future of Pinellas County. The goal of Greenlight Pinellas is to work with the public through an open, transparent, and meaningful dialogue to develop a plan for reliable travel options on a safe, efficient transportation system. The bus and rail components of the Greenlight Pinellas Plan will be incorporated into the transit portion of the Pinellas Transportation Plan.

There are three components to Greenlight Pinellas:

## RAIL

A 24-mile light rail transit route will allow people to travel between Downtown Clearwater, Largo, Greater Gateway, Pinellas Park and Downtown St. Petersburg. This route is known as the Locally Preferred Alternative and also includes a future connection to Hillsborough County via the Howard Frankland Bridge.



## BUS

Significant improvements to the bus system, including more frequent service throughout the day and more evening and weekend service, will allow people to more easily get to work, entertainment, school, shopping, and other destinations. The bus system will work seamlessly with the rail line, roadways, sidewalks, bike lanes, and trails to offer Pinellas County residents and visitors a comprehensive system of transportation choices.

## LAND USE

A major transit investment is expected to encourage and concentrate economic and community growth around the rail stations and along rapid bus routes. During the Community Design Charrettes, residents developed a vision for what station areas in their community could look like. Conceptual images of the vision for each proposed station area are included in this brochure.\*



\* Proposed station areas were developed as part of the Alternatives Analysis and are subject to change based on additional analysis during the project design phase.



## Why invest in transit?

Many area roadways in Pinellas County can no longer be widened without negatively affecting local communities, however traffic congestion will continue to grow. Investing in a system where many different transportation types work together effectively maximizes limited resources, and provides people with viable options for traveling within the county and around the region.

## Why is this conversation important?

If we want Pinellas County to have a strong economy and be a desirable place to live, work, and play, we need to make sure people are able to travel safely, efficiently, and have more reliable options.

## Who is talking about this?

PSTA and the Pinellas MPO are leading the conversation along with the help of Pinellas County residents and employees.

# Planning for Light Rail in Pinellas County

In January 2012, following 18 months of technical study, a 24-mile light rail route was selected as the Locally Preferred Alternative to connect Downtown Clearwater, Greater Gateway, and Downtown St. Petersburg. The route includes 16 stations in Pinellas County.

The public was engaged throughout the Alternatives Analysis, which narrowed down hundreds of options to a single preferred project by comparing factors, such as cost, access to jobs and job creation, engineering feasibility, effects on the community and environment, and the number of people likely to use the service.

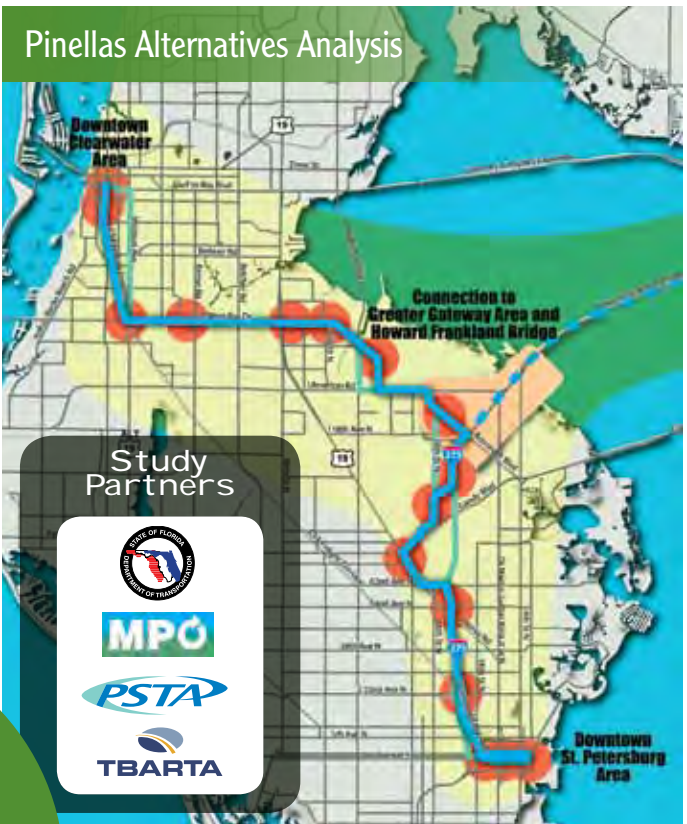
The rail line will require robust local bus service to connect riders to their destinations. To that end, Pinellas Suncoast Transit Authority (PSTA) recently completed the Community Bus Plan evaluating the county's current transit system and identifying where adjustments to the network would allow PSTA to operate more efficiently and effectively in the future.

## Listening to the Community

Seven Community Design Charrettes were held to better understand **what stations could look like, how they could fit into the surrounding neighborhood, and how people could use the stations.** In April and May 2013, community leaders, including major employers and neighborhood groups, as well as members of the community were asked to visualize concepts for seven of the potential station areas, the results of which are presented on the following pages.

### Planning for Station Areas

STATIONS GIVE RIDERS ACCESS TO THE RAIL LINE AND MUST BE THOUGHTFULLY PLANNED TO FIT IN TO THE SURROUNDING COMMUNITIES. SOME STATIONS WILL BE DEFINED BY WHAT IS THERE TODAY. OTHERS MAY HELP TO TRANSFORM THE COMMUNITY.



# DOWNTOWN CLEARWATER

Standing in crosswalk at southwest corner of S East Avenue and Franklin Street, looking north/northeast



## How does the community want to transform the area?

"I want it to be easier and safer to walk."

"Encourage activity during the day and night."

"Connect to the waterfront and make it more active."

"We want to see more art and cultural venues."

## Who was involved?

Over 300 people participated during this discussion, including more than 30 major employers like the Home Shopping Network, BayCare Health System, and the Tampa Bay Rays.

# CLEARWATER SOUTH

On Jeffords St., just south of the CSX railroad crossing, looking west towards Morton Plant Hospital



TODAY



VISION

## How does the community want to transform the area?



"We need more restaurants, maybe a café district."

"We want to see grand boulevards as gateways to the hospitals."

"Turn parking lots into green space or add landscaping."

## Who was involved?

The Clearwater South Charrette included participants from:

- 1 major employer;
- 8 local companies and business groups;
- 5 local and regional planners;
- 4 civic, special interest, and non-profit groups;
- 1 neighborhood group; and
- 3 citizens

...a total of 22 participants.



Preserve the historic harbor oak canopies.

# CLEARWATER SOUTH

community's  
concept for this  
station area:

A COMMUNITY CONNECTED BY A  
ROBUST MULTI-MODAL NETWORK  
THAT PRESERVES THE HISTORY OF  
CLEARWATER WHILE EXPANDING THE  
MEDICAL AND IT DISTRICTS.

CLEARWATER SOUTH CHARRETTE  
MAY 3, 2013



# DOWNTOWN LARGO

Standing at the northwest corner of 1st St NW and 1st Ave NW, looking south/southeast towards West Bay Drive (1st St NW runs parallel with the CSX railroad)



TODAY



VISION

## How does the community want to transform the area?

## What are people saying?

Of the more than 30 major employers, all are interested in better bus service, all believe light rail should be considered, and over 90% view rail positively.

"Connect the station to the park, Pinellas Trail, and the high school."

"Create a safe and walkable downtown."

"Preserve the urban elements and improve public spaces."

# KEENE-STARKEY

Standing at the southwest corner of East Bay Drive and Keene Road, looking west/northwest towards Lake Drive



TODAY



VISION

How does the community want to transform the area?

"Transform East Bay Drive from being primarily for cars into a 'Main Street.'"

"We need to connect senior housing with shopping and dining."

"We should increase the number of shops and businesses in the area."

What are people saying?

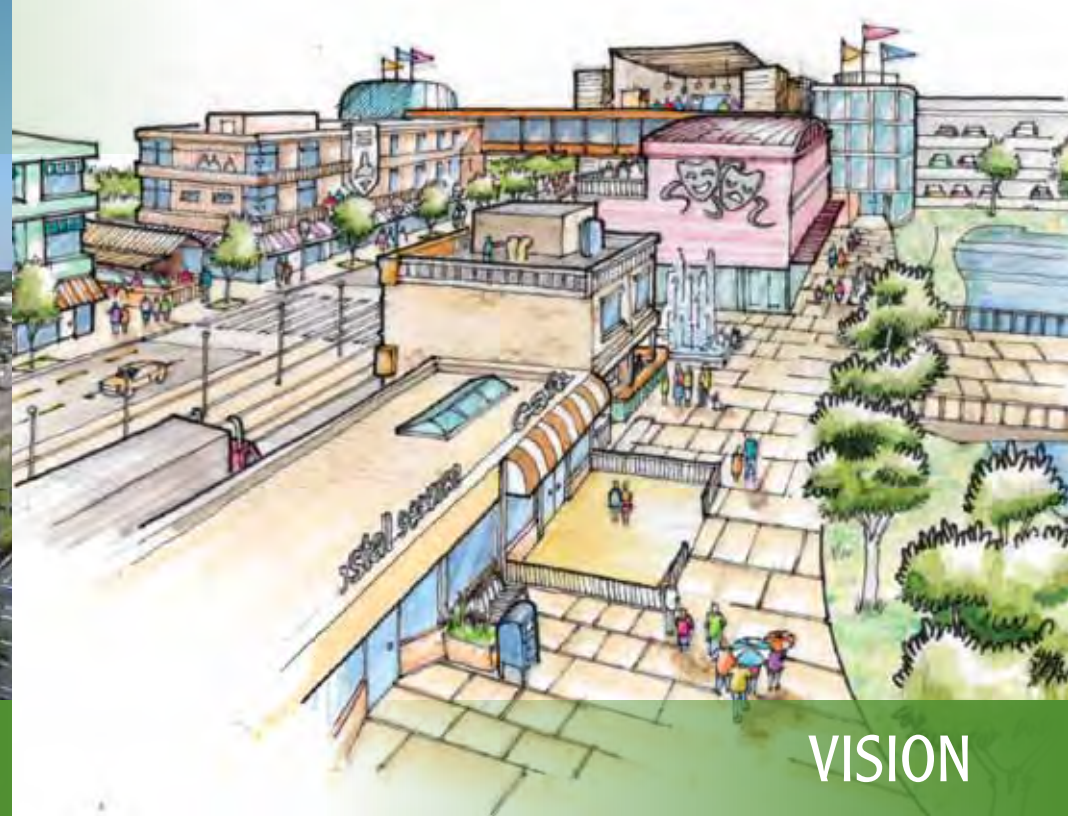
A major employer in Pinellas County stated "light rail aligns with our core mission of providing open access to all."

# LARGO TOWN CENTER

Standing northeast of intersection of Roosevelt Boulevard and Dodge Street, looking southeast



TODAY



VISION

## How does the community want to transform the area?

"We want a progressive community that is centered around a people-friendly hub."

"We need more cultural activities."

"We should improve safety and access for everyone."

"Get small businesses to locate here."

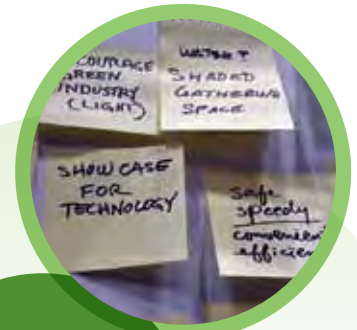


## Who was involved?

The Largo Town Center included participants from:

- 1 major employer,
- 11 local companies and business groups,
- 2 local and regional planners, and
- 4 citizens

...a total of 18 participants.



"We need more places that are kid-friendly and pet-friendly."

# LARGO TOWN CENTER

community's  
concept for this  
station area:

A PROGRESSIVE AND FUTURISTIC  
MIXED-USE COMMUNITY CENTERED  
AROUND GREEN INDUSTRY AND  
INCUBATING NEW AND  
INNOVATIVE SMALL.

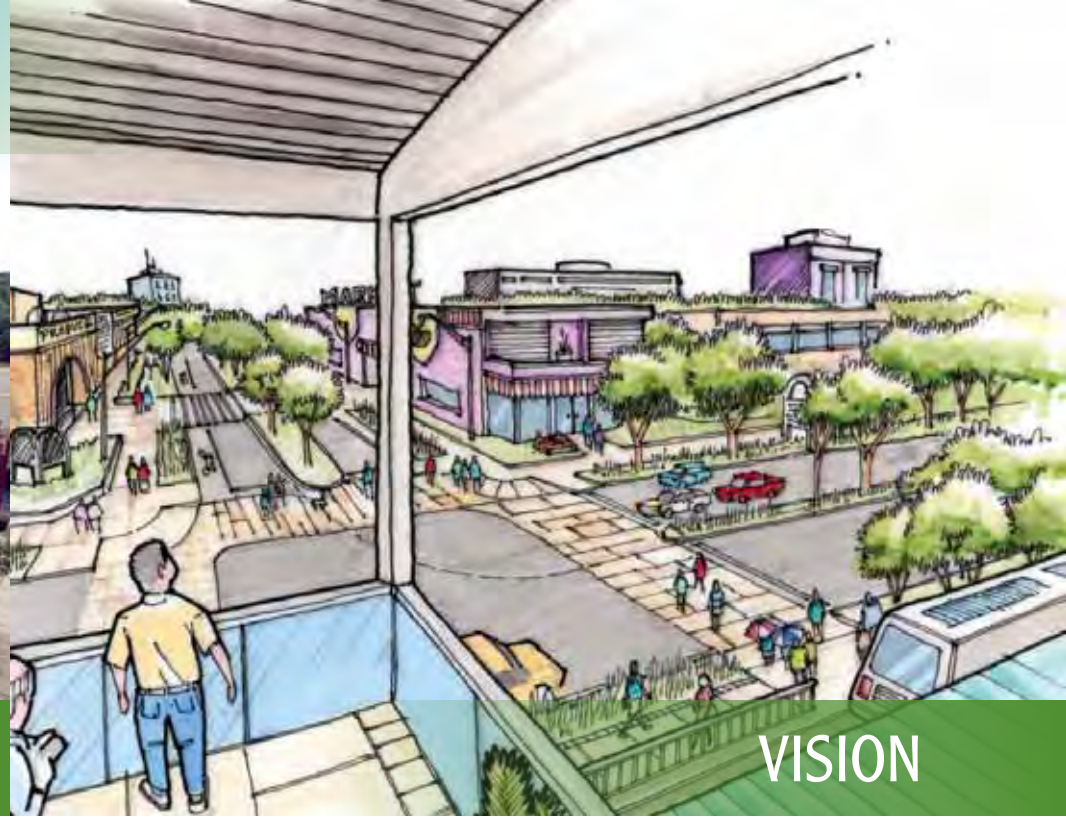
LARGO TOWN CENTER CHARRETTE  
APRIL 26, 2013

# BAY VISTA

Standing at the southwest corner of Roosevelt Blvd. and Bay Vista Drive, looking north/northeast



TODAY



VISION

## How does the community want to transform the area?



"Transform Roosevelt Boulevard into a place to work and shop."

"I want to see this area change into a more active business center."

"Connect to the Trail with sidewalks, trails, and bike lanes."

## Who was involved?

The Bay Vista Charrette included participants from:

- 1 major employer,
- 8 local companies and business groups,
- 4 local and regional planners,
- 4 civic and non-profit groups,
- 1 neighborhood group, and 3 citizens

...a total of 21 participants.

"We need more parks and greenspace."

"Traffic moves too fast. Slow it down, but don't use speed bumps."

# BAY VISTA

community's concept  
for this station area:

A MIXED USE COMMUNITY WITH SAFE  
AND ACCESSIBLE PEDESTRIAN AND  
BICYCLE FACILITIES IN A LUSH,  
PARK-LIKE SETTING

BAY VISTA CHARRETTE  
APRIL 5, 2013



# ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Standing at southeast corner of 46th St N and 144th Ave N, looking east



TODAY



VISION

## How does the community want to transform the area?

"Build hotels with conference space near the station."

"Visitors need to be able to get from here to the beaches without a car."

"Build shopping and entertainment close to the station."

"The area needs a direct shuttle to the airport, with room for luggage."

## Who was involved?

The St. Petersburg-Clearwater International Airport Charrette included participants from:

- 1 major employer,
- 20 local companies and business groups,
- 1 civic group, and
- 1 neighborhood group

...a total of 23 participants.

"Turn the airport into a tourist hub and connect to Clearwater, St. Pete, and Tampa."

Provide green space and art structures

# ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

community's  
concept for this  
station area:

A BEAUTIFUL TRANSPORTATION  
HUB, SURROUNDED BY A STRONG  
INDUSTRIAL AND COMMERCIAL  
DISTRICT THAT PLEASANTLY  
CONNECTS VISITORS TO EMPLOYERS,  
TOURIST DESTINATIONS, THE  
AIRPORT, AND ALL MAJOR REGIONAL  
DESTINATIONS

ST. PETERSBURG-CLEARWATER  
INTERNATIONAL AIRPORT  
CHARRETTE  
MAY 3, 2013



# GREATER GATEWAY

Roosevelt Blvd. and Lake Carillon Drive (28th St. N), looking east/northeast towards Carillon Parkway

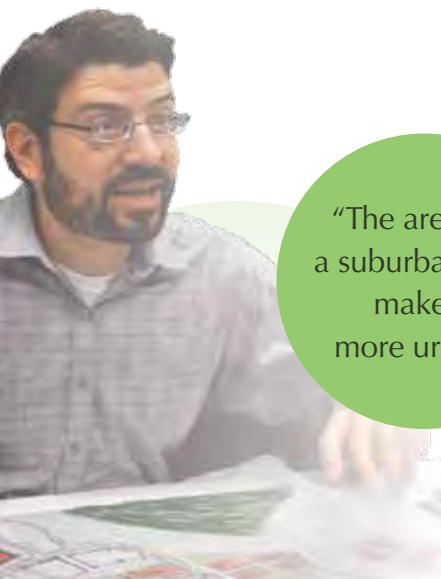


TODAY



VISION

## How does the community want to transform the area?



"The area has a suburban feel, make it more urban."

"The transit station should be the hub of activity."

"Encourage more jobs and prosperity."

"We need a safer way to cross Roosevelt Boulevard."

## Who was involved?

The Greater Gateway Charrette included participants from:

- 1 major employer,
- 11 local companies and business groups,
- 6 local and regional planners,
- 2 civic and non-profit groups, and 3 citizens

...a total of 23 participants.

"Build a convention center connected to the station."



# GREATER GATEWAY

community's  
concept for this  
station area:

A NET THAT CATCHES TRANSIT  
USERS, BICYCLISTS, AND  
PEDESTRIANS AND CONNECTS  
THEM TO EMPLOYMENT, HOMES,  
AND ACTIVITIES IN A CLEAN AND  
SUSTAINABLE ENVIRONMENT WITH  
BALANCE BETWEEN NATURAL AND  
COMMERCIAL SPACES

GREATER GATEWAY CHARRETTE  
APRIL 26, 2013



# TOYTOWN

Standing at the southeast corner of ValPak, east of the traffic circle at the end of Halkey Roberts Place N, looking north



TODAY



VISION

How does the community want to transform the area?

What are people saying?

"This plan will help us grow and attract much needed talent to the county, and retain the talent we have."  
—Pinellas County Major Employer

"This station should be the signature gateway for Pinellas County."

"We have the opportunity to make this a vibrant community."

"We should build tournament-quality recreation facilities."

# GATEWAY CENTRE

*Just southeast of the intersection of 28th Street and Gateway Centre Parkway, looking to the north/northeast*



TODAY



VISION

How does the community want to transform the area?

"Reuse the older buildings for retail, manufacturing, and warehouses."

"There are plans for townhouses here, years ago I would have never thought that."

"This area is ripe for new jobs, but also needs to connect the community."

What are people saying?

A major employer in Pinellas County believes the rail recommendation is "long overdue" and "outstanding."

EDUCATION /  
RESEARCH

# PARK PLACE

Standing on the Gandy Boulevard overpass of US 19, looking south/southeast towards Shoppes at Park Place



TODAY



VISION

## How does the community want to transform the area?



"Add parks and a greenway connection."

"Build a walkway over US 19."

"We need better bus service to and from the Shoppes at Park Place."

## Who was involved?

The Park Place Charrette included participants from:

- 7 local companies and business groups,
- 3 local and regional planners,
- 2 elected officials,
- 1 student, and
- 7 citizens

...a total of 20 participants.

"Transform the older neighborhoods into urban neighborhoods."

"The roads need to be safer for bikers and walkers."

# PARK PLACE

community's concept  
for this station area:

A 24-HOUR MIXED-USE DISTRICT  
WHICH REFLECTS ITS LOCATION  
AS THE HUB OF PINELLAS AND  
THE REGION

PARK PLACE CHARRETTE  
APRIL 5, 2013



I-275 N, just south of 54th Avenue N intersection (standing in the eastbound exit ramp), looking northeast



TODAY



VISION

How does the community want to transform the area?

“Transform the Interstate into a distinctive gateway.”

“Make the station accessible to jobs in the area.”

“Revitalize older homes into affordable neighborhoods.”

What are people saying?

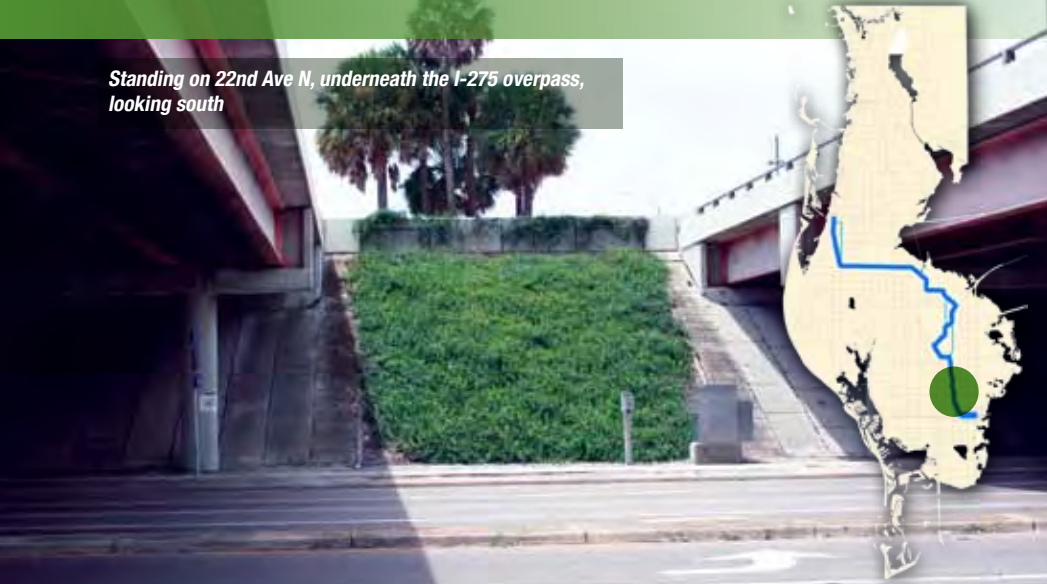
“We can’t expect to support a Major League Baseball team, continue to be a world-class tourist destination, attract high-tech jobs and nurture our cultural institutions without better transportation options.”

—Jeff Scullin, *Tampa Tribune*, September 15, 2013



# WOODLAWN-CRESCENT LAKE

*Standing on 22nd Ave N, underneath the I-275 overpass, looking south*



TODAY



VISION

How does the community want to transform the area?

What are people saying?

"Pinellas County absolutely needs rail."

—Pinellas County Major Employer

"Transform old industrial appearance into modern, pleasant environment for pedestrians and transit users."

We need safe and convenient options to congested roads."

"The area should have a neighborhood feel with recreational activities."

# WOODLAWN-CRESCENT LAKE



# DOWNTOWN ST. PETERSBURG

Standing on 1st Ave S, just E of MLK Jr. Street S (9th Street S), looking east/northeast



TODAY



VISION

## How does the community want to transform the area?



## Who was involved?

The Downtown St. Petersburg Charrette included participants from:

- 10 major employers,
- 10 local companies and business groups,
- 3 neighborhood groups, and
- 1 citizen

...a total of 24 participants.

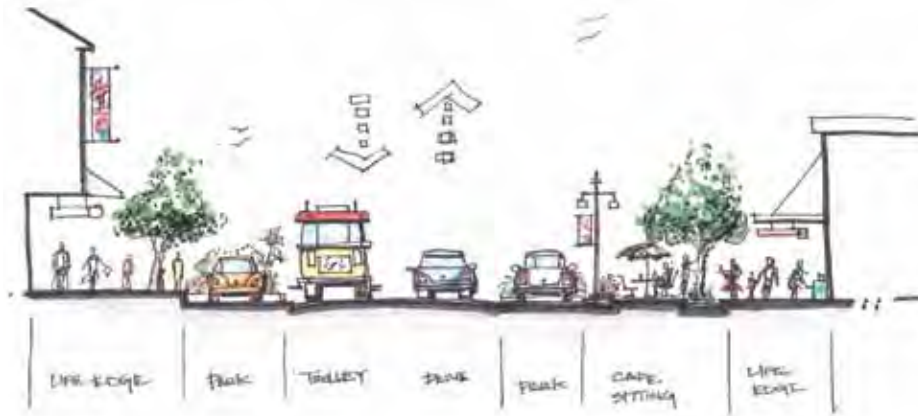
### community's concept for this station area:

AN AMBITIOUS TRANSPORTATION PLAN THAT DRAMATICALLY RE-IMAGINES THE WAYS THAT PEOPLE COME TO AND GET AROUND IN DOWNTOWN ST. PETERSBURG

DOWNTOWN ST. PETERSBURG CHARRETTE  
MAY 10, 2013

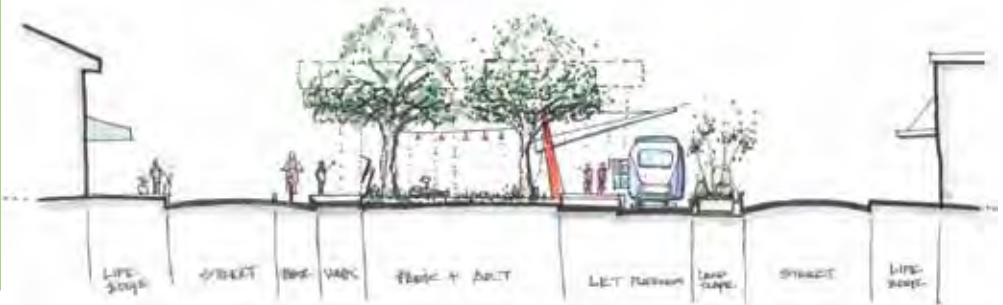
# DOWNTOWN ST. PETERSBURG

Charrette participants recommended transit options connecting Downtown should include: Bus, BRT, Rail, and Circulators



## What are people saying?

"We need to balance current needs with a future vision."  
—Pinellas County Employer



## HOW COULD TRANSIT FIT IN?

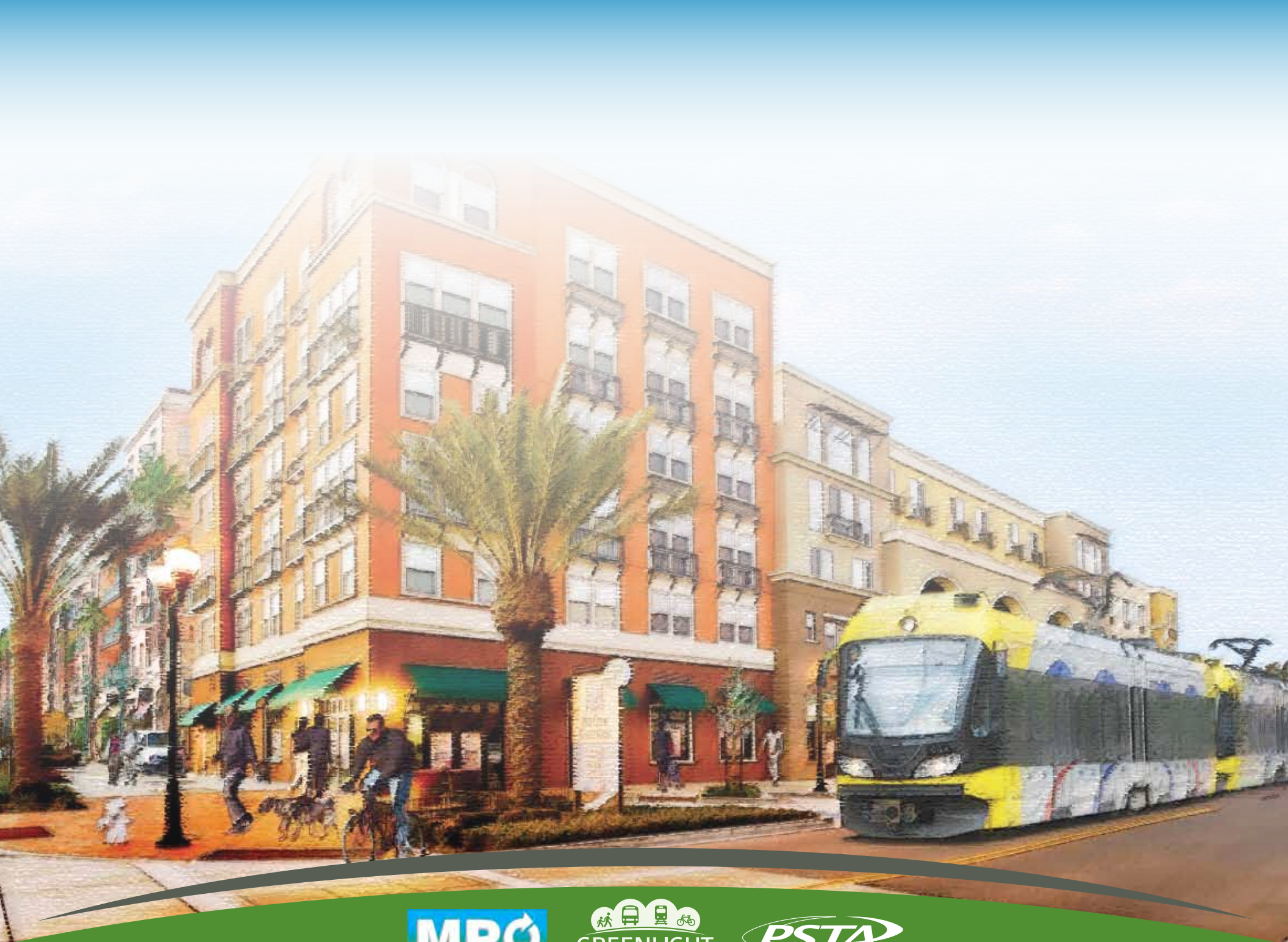
### How can you join the continuing conversation?

Greenlight Pinellas wants everyone to be involved in this conversation, and is committed to hearing from all communities to make sure everyone has had their chance to contribute. Join the conversation at:

[www.GreenlightPinellas.com](http://www.GreenlightPinellas.com)

[www.TellUsPinellas.com](http://www.TellUsPinellas.com)





## **Appendix J: ETownHall Meeting Report**



## Pinellas Transportation Plan eTownHall

Live Meeting Report

September 24, 2013, 7:00 to 8:00 PM

An eTownHall was held September 24, 2013 to allow the opportunity for the public to ask questions about the Pinellas Transportation Plan as well as the future of Pinellas County's transportation system.

### Official eTownHall Statistics:

- **Total Audience: 9,388\***
  - Phone Participants: 9,194
    - Peak Call Participants: 2,077
    - Average Call Length: 4 minutes
    - Call Participation of 5 minutes or more: 1,000
    - Call Participation of 30 minutes or more: 251
  - Blog Participants: 194
    - Average Reader Duration: 35 minutes
    - Pageviews & Video Replays: 256 and counting...
- Total Questions and Comments Received and/or Published Online: 190
  - Via Phone: 129
  - Via Online: 61
  - Questions that went LIVE: 28

*\*Does not include television audience.*

### Panelists:

- Len Ciecieznski, Moderator and Pinellas County Communications Information Specialist
- Sarah Ward, Pinellas County Metropolitan Planning Organization (MPO) Interim Executive Director
- Brad Miller, Pinellas Suncoast Transit Authority (PSTA) Chief Executive Officer
- Julie Bujalski, Commissioner, City of Dunedin, MPO Board Member, PSTA Board Member
- Jeff Danner, St. Petersburg Councilman, MPO Member, PSTA Board Chair

### Five-minute Introductory Video:

A five-minute video was shown at the beginning of the eTownHall event. The video provided an overview of the types of transportation projects and improvements the Pinellas County MPO works on as well as a glimpse of what the system could look like if there are significant improvements made over the next 10 to 20 years, such as a new bus and rail system. The video also included brief interviews with every day citizens talking about their transportation needs and what they think about the prospect of a new bus and rail system for Pinellas County.

### Introduction of Live Event:

Len Ciecieznski introduced himself and Pinellas County Communications, thanking the audience for joining in the conversation. Len described the discussion as being about the future of transportation in

Pinellas County. He then introduced the panelists and described how viewers can participate. If they are watching online, they can either submit a question or a comment via email or participate through the [online blog](#). If they are watching on the television, they can call the number at the bottom of the screen. Once connected, they can dial 0 to ask a question or dial 7 to leave a comment.

### **Live eTownHall Complete Report (includes all questions and responses):**

Len talked broadly about transportation and user's varying expectations of a traffic system. Some think transportation should be about an arterial like US 19 syncing up traffic lights so people can drive south to north without stopping. Others envision being car-free, using light rail or mass transit to their employer and recreational destinations.

#### **1. What is the MPO planning long-term for transportation in Pinellas County?**

(Sarah) Transportation means different things for different people. It includes signalization on major roadways, and we are looking at better coordination of traffic signals to improve the progression of our roadway projects. The MPO is also looking at sidewalks, trails and major expansion of several roadways in order to move not only people but also goods. We are looking at large projects on our interstates and large scale improvements on US 19 extending to the Pasco County line. We are also looking at different types of transit service county-wide depending on the specific needs of each community, recognizing that it is not a "one size fits all" situation. Transit services being considered include Flex Service, express service in Southern Pinellas County and a light rail option for the county. **(Len) I know you are also looking at pedestrian and bicycle traffic within the County as well.** (Sarah) Yes, most residents and visitors are familiar with the Pinellas Trail that runs along the western portion of the county. We've prioritized creating a loop around the entire county with potential routes along the Progress Energy easement with E-W connections. We are also looking at connections to our schools, parks and universities.

#### **2. There has been a large amount of public input that has been gathered on the transportation plans. Recently, the MPO and PSTA has conducted a series of design charrettes to understand what people need, what they would like and what their preferences are. Greenlight Pinellas has recently been the focal point of this research and public input. Julie, give me an idea of the public outreach that has already occurred and what we might anticipate in the months to come.**

(Julie) There have been a number of outreach events through the MPO. Many of the charrettes were held in areas near potential station locations and involved neighborhood businesses and citizens living nearby. Input was also gathered from Pinellas County businesses and residents through telephone townhalls conducted by TBARTA. Public input has also been received through PSTA. Local organizations like Rotary clubs, chambers of commerce and citizen advisory committees at the MPO have also put in their input on the long range transportation plans in Pinellas County. **(Len) Brad, how do people feel about transportation in general based on this public input?** (Brad) We have been doing as much as we can to get out to the public. I've presented to nearly a hundred groups on the Greenlight Pinellas Plan. Jeff and Julie have also worked very hard to get all parts of Pinellas County to participate. We hear that people want to have a growing, thriving community in Pinellas County. They don't necessarily know the technical details of what mode would be best, but they want the best for their community. They understand the Greenlight Pinellas Plan and the need to invest in transit. Questions I receive usually focus on when this will be made or how will it be paid for. We are talking about a holding a referendum next year for a one cent sales tax that would

replace the property tax that PSTA currently levies across the county. People are supportive once everything is explained and as long as there is a good plan. **(Len) I think that is the key. The more information people get, the more receptive they are to the idea and the more they embrace the plan.**

3. **Jeff, St Petersburg is such a major component of the transportation plan, and St Petersburg seems to be an anchor destination in all the maps of the plan. What do the people of St. Petersburg think about long-term transportation plans?**

(Jeff) I think what I hear the most is that we need to give the residents in the City, and the entire county, more options. At the moment people are dependent on cars to get them to where they work, to get them to recreation and to get them to places to eat. Having options other than an automobile, such as trolleys, light rail and buses, that could take people to destinations like Tropicana Field, the beaches or the airport, are the things that people are really interested in.

4. **From the blog Michelle asks: What about the regional aspects of the transportation plan? Brad, PSTA runs a route to Downtown Tampa, but does it run on the weekend? Julie, in the long-term, does the transportation plan entail connections to places outside of Pinellas County?**

(Brad) No, the route to Downtown Tampa does not run on the weekend. It mostly caters to people commuting to and from work. (Julie) It's important to look at this holistically, not only in Pinellas County, but outside of the county as well. We are looking at how we can connect to Pasco and Manatee Counties, but we are really focused on connecting to Hillsborough County. In this plan, we have three connections to Hillsborough County: one via Hillsborough Ave, one via the Courtney Campbell Bridge and one via the Howard Frankland Bridge. What I've heard is they would all take passenger rail to a proposed hub and the hub would connect users to other destinations like such as airport. It is intended that this hub will be a place where a passenger could buy their tickets, check-in and go straight to the airport. That would be great for the region.

5. **A lot of people are judging the future by the situation today. They think about light rail and relate it to how the system works now, but there is a lot of work to be done between where we are now and the time we get to light rail. I think improving bus service would be an important component to get us in that direction. From the blog Bill asks: "Yesterday I spent \$74 to fill my car. The bus system does not run late enough to get me home from work. Will there ever be buses that run in the middle of the night?"**

(Brad) It depends on the definition of middle of the night, but yes, the buses currently offer no choice for residents of Pinellas County because the buses don't run frequent enough, late enough or on the weekends over to Tampa. We have service throughout the county, but much of it ends by 6 o'clock at night. Maybe you can get to work or to the baseball game, but you can't get home. The Greenlight Pinellas plan would dramatically change that. All routes would run till at least 10 o'clock at night. Some services, like trolleys and routes that serve entertainment purposes would run later, some to 2 o'clock in the morning. That's part of providing a choice for people: running when people need it.

6. **From the phone James asks: What is the county doing in terms of expanding the routes? More routes, more stops, later at night, is that all part of the bigger picture?**

(Brad) Yes, and as Julie said, connections regionally to Tampa and over to the airport. **(Len) And will the stops get closer together or will there be more express routes to take us from Point A to Point B?** (Brad) It's not a one size fits all solution. We have layers of different types of services depending on the need. We have express routes over to Tampa and the largest employment area within Pinellas County (aka, the Gateway/Carillon area). Express routes are routes with few stops designed to let passengers on and off at park and ride facilities; they could run on a dedicated lane or run on the shoulder to get around traffic.

7. **Sarah, looking at the map now, explain what some of those lines and squiggles mean to us. How do they relate to what Brad is saying?**

(Sarah) If you look at the northern part of the county, you'll see a fat line that reflects service that was recently implemented in North County. PSTA specifically tailored the service there to allow deviations from the route to make certain pickups, because it was a service determined to be needed in the area. If you look at the purple line along Gulf Boulevard, that's our shuttle service running along all of the Gulf beaches and then into Downtown Clearwater, Downtown Dunedin and further north. We found great demand for that service from residents, workers and tourists. This is also a route with demand for evening service because many people are going to restaurants and entertainment venues and many people want to be able to do that without the need for a vehicle. One of the things we hear from individuals is the desire for a connection to and from the airport, for tourists and residents, who don't want to drive. **(Len) And which one is the light rail line?** (Sarah) The light rail route goes from Downtown Clearwater, through the Greater Gateway Area and down to Downtown St Petersburg. What we are trying to do is connect the three major activity centers in the county. There is also a desire to connect to Downtown Tampa so you see there is a dashed line representing the potential for rail across the bridge even further down the line.

8. **I hear this from folks, especially from people living in North County, what about people in North County? How will light rail benefit them?**

(Julie) That's where you have connections. We've talked a lot about Bus Rapid Transit (BRT). There will be a number of those routes from mid- to-north Pinellas. You'll be able to get onto the BRT route, get onto US 19, get on the light rail and go anywhere you want to go.

9. **From the phone Peter asks: What studies have been done regarding number of stops per road? Are there studies that are done that allow you to come up with an ideal number of stops?**

(Brad) Certainly. PSTA has been looking into that while putting together a community bus plan that looks at all the routes and number of stops that would be appropriate for each community that we serve. In some areas, a commuter route to Tampa might be desirable, but those people would probably have a car and drive their car to a park and ride where they will get onto a bus. Those routes would only have three or four stops. Some of the more frequent, local routes will have many more stops. Some will have stops every block. The BRT routes are our highest frequency routes, with fewer stops, but with enhanced services. People can pay before they get on the bus at stops that look more like stations. That makes the route go faster because people don't have to spend the time paying on the bus. BRT means fewer stops, bigger spacing and a faster trip to your destination.

**(Len) I think that is one of the goals to incorporate into any kind of mass transit plan: people where they want to go quickly.**

- 10. Jeff, this is so important to the business community for the development of Pinellas County. We are totally built out, we saw in the opening video that they are widening roads, but we are running out of room to even do that. We have to do something. How will improved mass transit attract businesses to Pinellas County and allow people to move from the business centers?**

(Jeff) That's a big component. When we looked at our studies, economic development and opportunities for jobs was a priority. The Gateway Area is our largest employment center, and across the bridge, Westshore is also a large employment center. If we can connect those two with good transportation over the Howard Frankland Bridge, then we've built the largest employment area south of Atlanta. If we have something that connects them rather than separates them, then we have a competitive edge against Charlotte, Dallas, Denver and other cities our businesses are competing for. Young people don't want to drive a car or have a lawn to mow in the suburbs. They want to live near downtown, live near nightlife, get around, go to work and have recreation without driving 45 minutes. **(Len) And I think we see this in some of these northern markets. It has become a new lifestyle. They are saving by not owning a car, not paying insurance and not paying for gasoline. When the price of gas goes up to \$10 a gallon this will be a big benefit.**

- 11. From the phone: Amelia understands connecting the business centers, but she wants to connect the social venues and arts venues, and she wants to live her social life through mass transit. Is that part of the big picture as well?**

(Jeff) Absolutely, the main spine of the transportation system, the light rail transit (LRT) system, goes to all the major activity centers in the county. It goes to Tropicana Field, it goes to the employment centers and it goes to where the nightlife is. The BRT and regular bus service are feeder routes that take people to the beaches and the hospitality industry. It builds a network of opportunities for people in Pinellas County to do what they want to do.

- 12. And yet, Sarah, people complain that light rail will not take them where they want to go. They want to get into their car, go wherever they want to go, whenever they want to go, park in a nearby parking space and go home when they are done. That's how it's done now, but I'm hearing that in the not too distant future they just won't be able to live that lifestyle anymore.**

(Sarah) They won't be able to live that lifestyle for all their trip making. We expect traffic to continue to grow on facilities like US 19 despite planned major improvements, because we expect more growth there. If they want to look at options in the future to reduce transportation times, light rail would not compete with automobile traffic and provide a reliable travel time. Roadways would not be as dependable as congestion builds and construction is done on the roadways. We recognize that most trips will still be made by automobile, but we are trying to provide options. Transit isn't the solution for all of our trip making activities but it provides a mobility option. Pinellas County is small in relation to its area. We don't have the ability to expand major roadways without impacting neighborhoods. So as we continue to grow and maintain the competitive travel advantage I think you will see a shift to transit because it will be more reliable in those fixed corridors. **(Len) And I imagine a hybrid community. We'd still have the suburbs, where people would get in cars to go to shopping centers, but you'd also have transit corridors where**

businesses, apartments, restaurants and entertainment venues are grouped together along the corridor to allow people get to where they want to go quickly and efficiently.

- 13. From the phone Robert asks: Why the emphasis on light rail? It's expensive, it's disruptive and it doesn't serve the densities we have. I hear that a lot. People are thinking that we'll put a light rail in for \$6 billion and there won't be enough people to ride it.**

(Brad) Well, that's what this is about. It's about creating a different type of transportation investment like rail that can create or have an impact on our community. Investing more and more into bus transportation does carry more riders, but doesn't have the impact on surrounding land use that a fixed guideway investment like a passenger rail system, such as light rail, would have. That's what this is about, affecting land use. Just like spending money on a road investment, such as US 19, has an effect on businesses, neighborhoods and other land uses, so will this. Over time, as has occurred everywhere else this has been done, the Transit Oriented Development (TOD) occurs where there are restaurants, apartment complexes and condos and increased density because you don't need large parking lots. People can avoid having a car. They can walk or bike to work, restaurants, the stations or the baseball game. **(Len) And I think we are seeing this in the big picture look into our transportation future. Light rail will be the beginning of the future.** (Julie) What I find that is great about this plan is that it is not just about light rail. A lot of study has occurred regarding where the light rail will be located as well as where we have the best possible chance of use, and it's related to where the jobs are, the potential for new jobs and the connection to Tampa. Additionally, the plan provides many other choices, from trolleys, to smaller buses, neighborhood connector services, more frequent routes, and BRT. 65% of this plan is going to improved bus and trolley type services. That's the biggest part of this plan. 35% of the plan is going to rail. Speaking about the arts and entertainment we talked about earlier, the trolley service along the north coastal route has become a huge success because it runs on nights and weekends and takes you to the fun places you want to go. This plan will add more of that. Seven days a week you will be able to get on a trolley and do the fun stuff that you want to do.

*Note: The Pinellas AA forecasted a capital cost between \$1.5 and 1.7 billion for the project in Pinellas County. The Greenlight Pinellas Plan assumes \$1.69 billion. Both numbers are in 2011 dollars.*

- 14. From the blog Carolyn says: Pinellas hosted 4 ½ million overnight visitors last year, so how will this plan serve our number one industry? How will this plan impact tourism?**

(Julie) I will never forget this: I was at Dunedin City Hall where there is a bus stop, and there was an older couple standing at the bus stop and they asked me when the bus was going to come. They were visitors who had never been to Florida before. I got a bus schedule for them and the wait was going to be an hour and a half. It was really clear to me that our folks that visit us have to get a car since they have no other way to get around here. The North Coastal Route Trolley partnered with Clearwater Beach and now people visiting Clearwater Beach can get in and out of that area. They can get away from the beach if they want. This plan will let people get to their hotel from Tampa International Airport or the St. Petersburg-Clearwater International Airport. They will be able to use a frequent bus, trolley or rail service to get to where they want to go. They will have access to Tropicana Field, the museums and all the downtown areas. The routes will run into the night and the weekend. **(Len to Brad) And I understand that one of the most successful routes is the beach trolley, taking people back and forth to beach destinations.** (Brad) We are building and developing that service the best that we can, but there isn't room for parking, and no way to expand parking.

Tourists are using the Suncoast Beach Trolley that goes up Gulf Boulevard, and the Greenlight Pinellas plan expands that service

**(Len) I misspoke about the cost of building light rail in Pinellas County. (Jeff) Our studies show about \$1.5-\$1.7 billion is the cost to build the 24 miles of rail. It buys the buses needed to expand the system by 65%, run them later at night and operate it for 30 years. It's the capital investment for rail and bus and the operating costs for a full 30 years.**

- 15. From the blog: I don't live near the rail line, so why should I support this? How will it affect people in these far reaching neighborhoods like Tierra Verde or Tarpon Springs? This is a county-wide benefit, and it will affect all of us, but how can someone take ownership if they live remote from the rail or bus lines?**

(Sarah) As Julie said, the light rail line is only a small part of the whole package. The enhanced bus service is a much larger piece. The rail line will be accessible to everyone even if they don't live near it. We are looking at park and ride lots to serve the rail line in terms of individuals who need to drive to get there or they could take a bus to get to the rail line. Some like to bike as well, so we are looking at bicycle and pedestrian access to the rail line. All of these improvements are being considered in the price of the plan. We want to emphasize that we want to look at the plan as an entire package. **(Len) So if you go outside your front door and beyond your front yard, there will be a benefit to you.** (Julie) Going back to the trolley, there isn't a trolley everywhere in the county, but because not everyone lives on a trolley line doesn't mean you won't use the trolley. You want to do what is right for the area. That is the great thing about this plan. Some people say we aren't a Charlotte or a Dallas. No, but we are Pinellas County, and we've looked at it in a way that considers what's right for the neighborhoods here, as well as the residents and the tourists. A railway in the Gateway or St. Petersburg area wouldn't be right for Tarpon Springs to Dunedin, but we've tried to put the right transportation in the right area and have it all connect. **(Len) We do have so many unique communities in Pinellas County, and it's gratifying to hear that you are studying each of these communities so that the right solutions fit the right situations.** (Jeff) Absolutely, we are not proposing to change anybody's communities; this will help to protect our neighborhoods. It'll give us the chance to let redevelopment occur where it needs to occur: on underutilized corridors, in activity centers and in employment centers. That protects neighborhoods. Currently 14% of people live along a frequent transit route. With the new expanded plan, 80% of people will live near a frequent transit route which can take them into the activity centers or out to the beach, giving people options.

- 16. From the phone Sharon says: PSTA gets money from ad valorem taxes, bus fares and, if the referendum is approved, they may get money through a 1% sales tax. What is the difference between the three sources of funding?**

(Brad) Right now, PSTA has about a \$60 million operating budget. We get about half of that from the property tax, 25% comes from fares (a relatively high number), and the rest comes from state and federal grants. Under the new plan, the property tax goes away, which could be up to \$100 savings for some home owners. It will be replaced by the 1% sales tax, allowing us to create a new transit system for the county by growing our total operating budget to about \$120 million with most of the money going to the improved bus system in the county. We would also still have fares and grants. **(Len) A lot of people wonder why don't fares support the bus system, but I understand that no system in America that can rely solely on fares to sustain itself.** (Brad) There's no

transportation system, no matter what, that can support itself. Even roads, which some folks say is supported by gas taxes, is only about 50% supported by gas taxes. There is no transit system in the world funded entirely by fares. Even airports were paid for by taxes and that's a fact about transportation.

**17. From the blog: How are you considering seniors and those of us who will become elderly in the next 10-20 years? What are some of the provisions built into the long-term transportation plan that are for senior citizens?**

(Sarah) We also offer demand responsive service and flex service, which is able to deviate off the route and make more direct connections to individuals in certain communities. We are looking at our senior populations and getting input from those individuals as to what they see their needs are. Some of that involves land use, meaning looking at providing services in the communities where individuals live so there isn't so much of a demand for transportation trips. We are looking at a number of ways that will let people age in place, and still be viable in the community in terms of getting around. **(Len) That is so important because I have an elderly mother who had to give up her car. Now she has family driving her around, but a bus stopping in front of her condo would be ideal.** (Brad) What I've heard about that is that we, on average, outlive our ability to drive by seven years. How will we get around when we get older? (Julie) Florida has such a high concentration of people 65 and older. I just went through the same thing with my parents. They weren't able to drive but just because someone can't drive doesn't mean they are disabled and can't walk or take transit. Being able to get on transit, having ADA compliant transit or having transportation that pulls up to your door like the flex service is a huge advantage to the senior population.

**18. We have to have a public transportation system that accommodates the public, every aspect of the public and one aspect of the public are people that are bicycling in Pinellas County. We love it when people leave their cars in the garage and take their bikes to work or shopping. From the blog Lynn asks: What about BRT and light rail carrying bicycles? How will it accommodate bicycle riders?**

(Jeff) We do that now. Every one of our buses has a bike rack on it, and it's one of the fastest growing populations within our system. When they get to work they take their bike off and ride them from the bus stop. They're full all the time so we've had to put bike racks at every shelter now. Integrating that with the Pinellas Trail and the county-wide network of bike paths and trails gives people options. We are planning to allow people to ride to their bus, bring their bike, take it to a light rail station and have their bike with them. We are also looking at bike sharing and car sharing programs that give people options they need to get around the county.

**19. We talk about transportation being a regional endeavor. Even though we are surrounded by water and are kind of isolated, it is good that we look beyond our geographic confines and look to our neighboring counties and work in partnership with them. Is any of what we do in Pinellas County dependent on anything they do in Pasco or Hillsborough Counties or any of the other counties?**

(Jeff) We work with the other counties all the time. In TBARTA, covering a seven county region, we have a master plan that includes all the plans from those seven counties and how to connect them. The main spine of the plan really goes from USF Tampa to USF St Petersburg. Along that line are all of the employment centers, the population centers, the Howard Frankland Bridge and the

Universities. In North County a lot of the congestion comes from residents of Pasco County coming down to work in the Gateway Area or Tampa. That clogs up McMullen Booth Road and US 19. We are looking at our BRT routes serving not only North County, but also Pasco County to give them options to commute through our county. **(Len) I'm surprised by how many people who work for the governments in Pinellas County actually live in Hillsborough County. They could really use BRT coming from Hillsborough.** (Jeff) The Howard Frankland Bridge used to be clogged from people driving from Pinellas to Hillsborough to go to work with the other side being empty and the reverse coming back. Now it's about fifty-fifty. Close to 160,000 drivers a day go over that bridge, and it's balanced with half going to Pinellas and half going to Hillsborough every morning and the opposite going back.

**20. Sarah, how long will it all take? We're looking at this vision of the future that will take many years to realize. Will it ever come to fruition? Will it change along the way?**

(Sarah) Certainly in terms of our plans we are looking many years out because going from concept to implementation for projects takes a number of years. Our plan goes out beyond twenty years because we are planning out to the year 2040. Because of the revenue streams, we don't always have the money up front to do what we want to do so we look at a phasing plan according to priorities. A number of things go into the prioritization. The plan is a long-range plan and a long-range vision. Let's look at rail and BRT as an example. In the early years of the plan, we would look at significant expansion of the bus network. We may be looking at rail around 2020. The plan goes out to 2040 so we'd look at phasing all projects including highway and trails projects based on revenue streams. Sometimes it's just the time required to complete a project. The US 19 project in the Clearwater area started in 2009, and its scheduled completion date is in 2014. Many of the more complex projects just take a long time to build. This was some of the feedback we received in doing our outreach. A big part of educating the public is informing them that it does take a very long time to complete these projects.

**21. You know we got a surprise with the last census where we saw that the population of Pinellas County, instead of rising as predicted, actually declined a little bit. What can we expect 10-20 years from now? Where will the population of Pinellas County be in 10 or 20 years?**

(Sarah) We are looking at that trend changing a little bit. What we were experiencing over the past few years was the change in the economy. We lost a lot of construction jobs in the State of Florida, and it was particularly bad here in Pinellas County at an inopportune time during the census. We are already seeing that trend come around and are looking at growth in employment and population.

**22. Brad, you mentioned the word density. It's not a dirty word and if done right, can it be beneficial to the economy and the quality of life in Pinellas County?**

(Brad) Yes, if you plan for it ahead of time and put it where it can be handled and not develop where we want to preserve our neighborhoods where people want to live in single-family homes. Before I came here, I worked in Charlotte. They passed a sales tax in 1998. Fifteen years later the people who voted for it are riding light rail. Their kids are riding rail, and they are staying in that city. They used to move away, but now they are moving back. How is Pinellas County going to compete with other areas without a transportation system that can get our kids to move back to Pinellas County?  
**(Len) It's funny talking to people, everybody wants to turn the clock back to whenever it was that**

**they moved to Pinellas County and you just can't do that. You have to look to the future.** (Sarah) To add to that, I've observed over the past year particularly in St Petersburg the number of multi-family projects underway like apartments and townhomes. We can see the demand there for new residential units. We can see the trends changing already in major projects throughout the region.

- 23. From the blog Carol says: We've talked about the public, older people and special accommodations for them, but what about people with disabilities? How ADA compatible will the new transportation system be?**

(Julie) Everything will be ADA compatible. We had the opportunity to see a BRT bus in Clearwater. It was cool because it could accommodate people in wheelchairs or scooters by pulling the chairs out and having the passenger slide right in.

- 24. From the blog: The Pinellas County/Hillsborough County area is notoriously tough on pedestrians and bicyclists. A lot of cars, pedestrians and bicyclists and sometimes they don't mix with the best results. With the new mass transit system that you envision, how will the safety of cyclists and pedestrians fit into the new plan?**

(Jeff) It's a priority to the county to change the reputation regarding the number of pedestrian and bicycle fatalities we have. And you can see it throughout the county with enhanced crosswalks, countdown signals, and crosswalk flashing beacons. The more we get people out trying to walk and ride their bikes, the higher the awareness. It gives us the opportunity to slow people down and allow for pedestrian activity on roadways so they aren't raceways on all the corridors in the city. We want to identify those that should be slower corridors that are more bicycle and pedestrian friendly and which ones are the more auto-oriented, faster travel corridors. **(Len) I see that today there are more crossing signals and bike lanes.**

- 25. Brad, we talked earlier about taxes being a funding source for these endeavors. From the blog Maria asks: What about private investors? Is there an opportunity for private investors to become partners and enter into this mix?**

(Brad) That is certainly key. Jeff mentioned earlier about the business community and the need to support them. From my take of it, the business community has been very supportive. They feel this will help their businesses grow and they can expand their businesses and attract new jobs. They will definitely be investing more in Pinellas County if we put this catalyst in place. Maybe along the way we can look at ways to deliver this project. Maybe through innovative contracting we can have the rail built, designed and operated by a private consortium of groups. Currently PSTA contracts out about 10% of our service for some of the trolleys and paratransit services and we look to the private sector to help. **(Len) Does this happen elsewhere in America? We aren't reinventing the wheel, correct? This sort of model operates successfully all over the country?** (Brad) I believe right now there are 26 cities throughout the United States that have invested in a multi-modal transit system including bus and rail and other options. 25 of those cities are finding success and expanding their systems.

**26. From the phone Charlie asks: How will this plan impact the economy for south St Petersburg, especially the midtown area?**

(Jeff) It really is going to help. It will help the entire county. The needs of each community's workers are being factored into the plan. Whether they work in hospitality on the beach or they work in the Gateway Area, everything is being factored into the bus network and supporting network to get you to where you need to go with whatever mode of transportation we can use to get you there.

**27. Brad, are you looking at putting stations along I-275?**

(Brad) There are a couple of stations along I-275 that are proposed rail stations as you leave Downtown St. Petersburg and go past Tropicana Field. The light rail line goes along the I-275 alignment and there are a few stops that will be accessible by parking lots and pedestrian overpasses. Following the interstate, it will eventually go to Westshore and Tampa. **(Len) I guess one of the challenges, because Pinellas County is so built out, is finding land for a linear transportation corridor?** (Brad) That's the advantage of using some of the interstate corridor because the median is there. We're also taking advantage of some of the freight rail tracks, along the CSX corridor, in Downtown St. Petersburg and up in the Clearwater area.

**28. What about the Howard Frankland Bridge? When that gets replaced how will the look of it change to accommodate mass transit?**

(Sarah) We have been working with the Florida Department of Transportation. They have been looking at a replacement of the north-bound span of the bridge and we are working with them to see how transit can be accommodated as a part of that process. One of the things they've looked at is using a temporary facility needed in order to reconstruct the north-bound span for rail once the north-bound span is completed. In the short-term it could at least be used for express bus or express lane service. That study is currently underway and is a big part of our effort to ensure that transit is considered in the future of that corridor.

**Conclusion of Live Event:**

Len ended the event with some concluding remarks and acknowledgements to the panelists, staff and participants. If a listener would still like to participate, they can join the online conversation at [www.TellUsPinellas.com](http://www.TellUsPinellas.com); if they are on the phone they can stay on the line and leave a message at the end of the call, or they can call the message line at 727-346-8448 to leave a message. People can also visit the Pinellas MPO's website at [www.pinellascounty.org/mpo](http://www.pinellascounty.org/mpo) or PSTA's website at [www.psta.net](http://www.psta.net) for more information about transportation plans in Pinellas County. The eTownHall event video and the blog entries will also be hosted on the MPO's website for viewing shortly after the event and is also available from the Pinellas County eTownHall website at: [www.pinellascounty.org/etownhall/mpo](http://www.pinellascounty.org/etownhall/mpo).

<b>Pinellas Transportation Plan</b> <b>September 24, 2013 eTownHall</b> <i>(includes blog entries from 9/23 &amp; 9/24 and calls from live event)</i> <a href="http://www.pinellascounty.org/etownhall/mpo/">http://www.pinellascounty.org/etownhall/mpo/</a> <b>Recorded, Non-Live (Unanswered) Questions</b>					
ID	Theme/Category	Name	From (if given)	Participant Type	Comment/Question
1	Light rail Technology	Josh	Pinellas	Phone	What is the progress from last time regarding the light rail? Specific details? Would a ferry be included in that or is that part of the port authority and something totally different?
2	Bus service Bikes on buses	Mary Jane	Tyrone St. Pete	Phone	Wants later hours. Many people work at night! Bikes on buses are limited? Racks for more bikes!
3	Traffic lights Seniors	Eugene	SW St. Petersburg	Phone	Why do you have short yellow lights? Less than half a second. Hard for senior citizens.
4	Taxes Roads	Greg	Pinellas	Phone	Supplanting property tax with sales tax. How can you place heavier tax burden on the poor?
5	Medians	Kent	Pinellas	Phone	Why is it that we're planting trees in the middle of the road all over the city and putting extra medians everywhere? Difficult for anything other than a small passenger car to get around in St. Pete.
6	Bus service	Ryan	Pinellas	Phone	I used to take the bus. Buses aren't coordinated and don't run late enough.
7	Funding Costs	James	Pinellas	Phone	Is this bus service coming out of tax payers pockets or do the fares cover the cost of buses, insurance, fuel, repairs, etc.?
8	Positive Safety	Matthew	Palm Harbor	Phone	No complaints. Busy streets are a little dangerous.
9	Bus service	Madeline	Pinellas	Phone	Bus problems.
10	Bus fares	Denise	Pinellas	Phone	Right now our bus fares are some of the highest in the country. Will they become more affordable with the new plans and with the taxes changing?
11	Positive Options	George	Madeira Beach	Phone	Was recently in Spain. Their transportation was great! All kinds of options. Scooters or no vehicles. Why can't Florida do the same thing?
12	Traffic lights	Jerry	Pinellas	Phone	Why have stoplights in Pinellas not been timed to where the traffic flows?
13	Bus service	Bonnie	N. Clearwater	Phone	What happened tp Sunset Point expansion? Never happened.
14	Bus routes	Steven	Pinellas	Phone	When we moved here back in 1965 the buses used to run along the main lines every half hour, all the way up the street and back. Why not keep it simple instead of making routes all over?
15	Light rail Economic development	David	27th St.	Phone	The rail system...many 24-hour businesses. I'm a cab driver.
16	Safety School buses	James	N. 4th St.	Phone	Why don't school buses go into the large apartment complexes instead of sitting on the highway? It's dangerous! Children were killed.
17	Construction	April	Largo	Phone	How will you fit all of the construction? There's already too much construction. How will that impact us?
18	Trails	Patrick	Pinellas	Phone	Pinellas Trail, in the Gulfport neighborhood, built a great trail south of 22nd Avenue, connected to Skyway Bridge, not a lot of foot traffic. Need to connect it on the west side. Consider that to Gulfport.
19	n/a	Thomas	Pinellas	Phone	Does Pinellas County have to do with Pinellas...
20	Light rail Bus stops	Mona	N. Pinellas County	Phone	Expanded buses are cheaper. Light rail is expensive. Bus stops have no benches or enclosures. Put a little money into the stops!
21	Light rail Positive	Marion	Pinellas	Phone	I would think that a rail system would be excellent. Strongly in favor of that. Depending on where the hub is of course but I would be in favor of that.
22	Access Options	Rica	Pinellas	Phone	Will you provide buses for people who don't have a car?
23	Evacuation	Christie	Pinellas	Phone	What are they looking at for evacuation in case of a major hurricane?
24	Politics	Mason	Pinellas	Phone	Is this meeting politically motivated and if so which party is sponsoring it?
25	Taxes Against	Rich	Pinellas	Phone	No use for public transportation. Against any additional taxes.
26	Taxes	Kim	Pinellas	Phone	How is this going to affect us tax wise?
27	Bus service	Danny	Pinellas	Phone	What about the folks who work the 3rd shift? How does it benefit them?
28	Planning	Bill	Clearwater	Phone	Why haven't politicians...Pinellas County is flat. It could have been put in earlier. Now we only have roads.
29	Options	Sally	Pinellas	Phone	Been in the military 13 years in Europe and there was no place I needed a car there.
30	Light rail Right-of-way	Bob	n/a	Blog	Since light rail cannot be built on CSX railroad property, has PSTA talked to the businesses adjacent to the railroad about buying their properties? How much will this ROW acquisition cost?
31	Economic development Options	Tom	n/a	Blog	Pinellas County needs better transportation in order to bring more and better business to our County. Trolleys and Bus Rapid Transit are good however rail is better!
32	Light rail	Joe	n/a	Blog	Isn't true that PSTA has many studies that say light rail will not in Pinellas because we have too people going too many places?
33	Traffic lights	Joy	n/a	Blog	The light at Turner and Myrtle takes FOREVER to change, I can drive a block out of my way and go through the light off Myrtle and make it to the light at Ft. Harrison & Turner before that one changes. Who can shorten that?
34	Light rail Pinellas Trail	Josh	n/a	Blog	Pinellas had rail for a hundred years and got rid of because of low use, the corridor is now the Pinellas trail.
35	Funding Taxes	Worried About more taxes	n/a	Blog	According to my Trim notice, I am already paying taxes to the Transportation Authority. Why can't they use that money? I do not want another penny added, since the county will soon ask for another extension of the Penny for Pinellas. These so called "penny's" really add up.
36	Funding	Robert	n/a	Blog	What is the percentage of Pinellas mass transit that fares actually cover compared to how much the taxpayer is subsidizing to cover operational costs? What is considered success?
37	Taxes	Jim	n/a	Blog	Is the government trying to tell me how to vote on mass transit? Are my tax dollars paying for that?
38	Tourism Taxes	Dave	n/a	Blog	If mass transit is so beneficial to tourism, shouldn't the tourist bed tax subsidize any mass transit growth?
39	Local bus Safety	Guest	n/a	Blog	I have never been to a major area where buses stop right in travel lanes like they do here. This creates a safety hazard and a traffic backup.

40	Bike/Ped Safety	Jonathan	n/a	Blog	I recently heard about a guy that was cycling across the US to see all the MLB stadiums. He was hit by a semi-trailer in Florida with only one stadium to go. What are you doing to ensure the safety of cyclists on the roadways?
41	Options TOD	Carol	n/a	Blog	What about cross county mass transit? It would be so wonderful not to have to take the highway to Tampa airport, Orlando's theme parks, etc. & interestingly, I was just listening to NPR report on transportation oriented development (TOD) which emphasizes orienting mass transit & business/residential development to make it more useful.
42	Bike/Ped Options	Cheryl Stacks	n/a	Blog	Please continue to consider the necessary and safe bicycle and pedestrian accommodations that will be required to connect with the primary elements of the transit system. I am highly supportive of the overall program to improve transportation options. Thank you for all your hard work!
43	Funding	Jeff	n/a	Blog	How can we fund some of these great ideas, like light rail, and other improved modes of transportation?
44	Bus service Bus frequency	W Glen Bateman	n/a	Blog	Vary bus size and frequency of particular routes; don't like seeing empty buses run and don't want to wait. And RUN LATER; can't bus from SPC/Gibbs campus to Fossil Park after 9:00. GO PSTA!!!
45	North County Bus service	Ken	n/a	Blog	When will the system expand to include north Pinellas - North of the city of Clearwater?
46	Technology	Ken	n/a	Blog	Has anyone considered a solution presented by SkyTrain which uses solar panels to provide electricity to rail cars suspended over a right of way like the Pinellas Trail?
47	Funding	Guest	n/a	Blog	What dollars may be available through federal grants?
48	Bus service	Carol	n/a	Blog	As Glen is saying, what about smaller vehicles for routes &/or times of day/night that fewer people might be using?
49	Bike/Ped Technology	Guest	n/a	Blog	Ken - do you really want to be riding a bike with a train overhead? sounds crazy. I sure wouldn't want it to break down over my head!!
50	Bus stops	Carol	n/a	Blog	Also been wondering why so many bus stops - esp. on main highways - have no shelter or seating?
51	Light rail Funding Bus stops	Deborah	n/a	Blog	Pinellas needs light rail and good regular public transportation. Are there Federal grants available to implement a plan? Will more bus shelters be built to accommodate weather issues ?
52	Options Destinations	Ken	n/a	Blog	I came from the most populous county in NY - Suffolk County - 1.7M residents who has been struggling with this issue for many years, much like Pinellas County but hasn't really come up with a viable solution. There is a commuter railroad that takes commuters from Suffolk County to NYC, but the rest of the solution uses buses as the county doesn't have the right of way available nor the expensive cost to build a light rail type system. As for where do people want to go ?? - Beaches, Major city centers including from Tarpon to St. Pete. As far as the Trop - forget it - it may not even be there when this system is finally built. I can't see any other option for me other than always having to use my car! Consider bus based trolley routes that are flexible and can move with a mobile workforce.
53	Costs	Barbara	n/a	Blog	Is this a \$6 billion project already? I last saw a much lower number? That's a lot of money!
54	Access Light rail	Ken	n/a	Blog	If you live in a city, a rail system is useful, if you live anywhere else in the county, it will not be useful to those of us who do not live in a city.
55	Light rail Positive	Deborah	n/a	Blog	I support rail because our community will grow, jobs will expand along the rail route. In visiting other areas I have used public transportation, it's an easy way to get around.
56	Technology	Ken	n/a	Blog	Bus and trolley type services is the key!
57	Route	Matt	n/a	Blog	I just watched your video that showed light rail at Roosevelt crossing at road level and stopping traffic. Why can't rail go over Roosevelt and not add to the congestion in that area?
58	Greenlight	Josh	n/a	Blog	Has GLPinellas considered ferry transportation from Gateway/St. Pete to Tampa?
59	Costs	Ken	n/a	Blog	What is the projected cost for a rail ticket?
60	Funding	Maria T	n/a	Blog	Is there opportunity for govt subsidiary options or tax incentives?
61	Park-n-ride	Ken	n/a	Blog	So, you still need a car to get to the rail? Sounds like this will be more expensive than just driving. You still need a car!
62	Bus service	Zach	n/a	Blog	I've heard empty buses thrown around a few times tonight... I ride and rarely - yes RARELY get a seat. I don't want more people on buses, we need more buses to handle the crowds.
63	Funding Taxes	Ken	n/a	Blog	Do you ever see contracting these services out to a private company or are these services so inefficient that they will always need to be subsidized? I keep hearing a NEW TAX being discussed.
64	Positive	Zach	n/a	Blog	Ken, Public transit exists because it's not a money-maker - it's considered a part of our infrastructure like roads, bridges, courthouses, etc.
65	Seniors Bus service	Zach	n/a	Blog	My parents continue to drive into their 80s and they are FRIGHTENING on the road... but my parents' bus route with PSTA only runs every hour, they won't use that.
66	Seniors Bus service	Guest	n/a	Blog	Zach - I think they just said the routes will run more often... maybe the route they would use would run every 15 minutes - ask. Also, your folks might be eligible for medicaid service that's door-to-door.
67	Implementation	Abdul	n/a	Blog	You say the light rail will be running in 2023 and is 24 miles long. How can you build that so much faster than US19?
68	Funding Costs	Ken	n/a	Blog	Now is not the time to invest billions of tax dollars to support a system which will be expensive to run, underutilized and doesn't serve the entire county. Besides, I've never ever seen a governmental agency come in under budget. This will cost at least double the estimates and be inconvenienced for 25 years while it's being built. Looking out to 2040???, I'll pay for it until I'm dead - so, I won't ever be able to use it anyway.
69	Taxes	Jeff	n/a	Blog	This new tax they're talking about, it that going to be a full 8% sales tax if it passes? That's a lot.
70	Funding	Joe	n/a	Blog	Abdul - US19 took so long because they didn't have the money to fix it all at once. FDOT takes forever!!
71	Bus stops	Carol	n/a	Blog	Thanks for voicing part of my question, but I am VERY curious about the STOPS.
72	Bus stops Access	Bob	n/a	Blog	Carol, all new stops HAVE to be ADA compliant, meantime PSTA is spending a few million/year to retrofit older stops.
73	n/a	Josh	n/a	Blog	Ken, we get it, you're just one person though....not an entire county.
74	n/a	Michelle	n/a	Blog	Right on Josh!
75	Bus stops Safety	Carol	n/a	Blog	Thanks Bob - I've witnessed mothers w/ small kids and people w/ disabilities waiting on the side of a busy highway in the hot sun w/ no seating or anything.
76	Funding	Deborah	n/a	Blog	Will private investors cause ticket prices to soar?
77	Costs	Deborah	n/a	Blog	Public transportation must be affordable.
78	Light rail	Ken	n/a	Blog	Think about it, and when you really think about, a rail solution doesn't work - unless it's within a city or from city to city. If you live in Pinellas, outside of these areas, you will always need a vehicle to get around.
79	Supporting network	Bob	n/a	Blog	Ken, not as long as there's a robust supporting bus network.

80	Pinellas Trail Right-of-way	Ken	n/a	Blog	Linear transportation corridor - you have the Pinellas Trail as a perfect solution! For serving the entire county - this ROW is already in place.
81	Pinellas Trail Right-of-way	Michelle	n/a	Blog	Ken - you can't use the trail.
82	Greenlight	John	n/a	Blog	Ken, I think you need to learn more about greenlight Pinellas before you post your comments.

## **Appendix K: Public Comment Report**



# PUBLIC INVOLVEMENT

## COMMENT WITH RESPONSE BY THEME(S) REPORT

### Accessibility

Date	COMMENT RESPONSE
1/12/2013	Comment on: "When I go on vacation I drive my car or rent a car. The idea tourist are going to take a bus or train is lunacy to get to where they want to go. You think I am going to be able to get on a bus at a motel or hotel, that is not happening now or ever. Then you get on a bus, it will never take you right to your destination, the variables are just too many. The truth of the matter USA is auto driven, do not try to compare it to other countries, like mixing apples and oranges. One other thing, the argument todays youth can't afford a car, will save on up keep well that may be till they get married then have kids, then is mom going to take the kids by bus to baseball practice, cub scout meetings, to Disney World, not to mention doctor visits, shopping, how is that going to work." Well planned communities put the doctor office, shopping, baseball and cubscouts all within the walkable(and healthier) community
1/12/2013	Comment on: "When I go on vacation I drive my car or rent a car. The idea tourist are going to take a bus or train is lunacy to get to where they want to go. You think I am going to be able to get on a bus at a motel or hotel, that is not happening now or ever. Then you get on a bus, it will never take you right to your destination, the variables are just too many. The truth of the matter USA is auto driven, do not try to compare it to other countries, like mixing apples and oranges. One other thing, the argument todays youth can't afford a car, will save on up keep well that may be till they get married then have kids, then is mom going to take the kids by bus to baseball practice, cub scout meetings, to Disney World, not to mention doctor visits, shopping, how is that going to work." Only in USA! Close minded opinion.
9/24/2013	From the blog Carol says: We've talked about the public, older people and special accommodations for them, but what about people with disabilities? How ADA compatible will the new transportation system be?  (Julie) Everything will be ADA compatible. We had the opportunity to see a BRT bus in Clearwater. It was cool because it could accommodate people in wheelchairs or scooters by pulling the chairs out and having the passenger slide right in.
9/24/2013	Wants later hours. Many people work at night! Bikes on buses are limited? Racks for more bikes!
9/24/2013	What about the folks who work the 3rd shift? How does it benefit them?

Comment Count from Accessibility theme(s): 5

### Accessibility, Affordability/Cost

Date	COMMENT RESPONSE
10/29/2012	Improve the transportation system. Easier transportation for workers, easier transportation for visitors. I would like to see if the visitors and home owners come together as an equal.

Comment Count from Accessibility, Affordability/Cost theme(s): 1

### Accessibility, Bus

Date	COMMENT RESPONSE
9/24/2013	Thanks Bob - I've witnessed mothers w/ small kids and people w/ disabilities waiting on the side of a busy highway in the hot sun w/ no seating or anything.

Comment Count from Accessibility, Bus theme(s): 1

### Accessibility, Bus, Transit

Date	COMMENT RESPONSE
5/6/2013	"Connected system w/travel options" idea: Connected system with many travel options. Create a more integrated system for transportation choices by creating accessibility standards. Travel time to designated "high destinations" such as downtown St Petersburg, Clearwater, Largo. Currently I can not reasonably choose anything but auto. Solution is to create a transit network built for MORE than the transit dependent. Develop service standards that say "downtown St Petersburg will be accessible to a percent of county within 30 minutes. What standards for accessibility currently exist?

Comment Count from Accessibility, Bus, Transit theme(s): 1

## Accessibility, Community needs

Date	COMMENT RESPONSE
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8/3/2013	"Bike/walkable": A medium-large sized city in which at least one breakfast/coffee shop, coin laundry, and grocery store is within bike/walk distance. M employer and bars/music venues can be reached by a combination of bike/bus/rail in less than 30 minutes.
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Comment Count from Accessibility, Community needs theme(s): 1

## Accessibility, Jobs

Date	COMMENT RESPONSE
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5/25/2013	"Start jitney services from residential to work areas" idea: St Pete beach and Treasure Island employee many people. Find out where they live and connect the dots. Steve C. commented that an example of this is the Jolley Trolley but for tourists.
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Comment Count from Accessibility, Jobs theme(s): 1

## Accessibility, Transit

Date	COMMENT RESPONSE
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12/17/2013	Light rail to and from Parks and Recreation: Every year our children are becoming more and more locked in the home glued to technology. In Pinellas county kids don't play outside all that much and parks and beaches are often far from where they live. In California by cousins as kids used to jump on a trolley that took them straight to the beach so they became surfers even though they lived far away from the beach. We need a system that is free to our youth that gets them to the beaches and parks of any kind for them to get out more.
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Comment Count from Accessibility, Transit theme(s): 1

## Accountability

Date	COMMENT RESPONSE
10/31/2012	All aspects of transportation need to be committed*****. Bus routes, traffic controls, schedules for the various systems need to be reviewed. Private autos will prevail.
10/31/2012	I want you to hire people who actually know how to work. You would be able to complete many more projects with the same amount of money if you stopped hiring people who stood around twiddling their thumbs.
10/31/2012	I am happy with transportation in Pinellas. If you are transportation, fire yourself. Find or put together a private business or coop to collect the money and manage spending and coordination or pay bounty on leaders to reduce govt.
11/1/2012	I think transportation is stuck. I wish you that you put money in the area where it needs and that you give it to right places.
9/24/2013	There has been a large amount of public input that has been gathered on the transportation plans. Recently, the MPO and PSTA has conducted a series of design charrettes to understand what people need, what they would like and what their preferences are. Greenlight Pinellas has recently been the focal point of this research and public input. Julie, give me an idea of the public outreach that has already occurred and what we might anticipate in the months to come.  (Julie) There have been a number of outreach events through the MPO. Many of the charrettes were held in areas near potential station locations and involved neighborhood businesses and citizens living nearby. Input was also gathered from Pinellas County businesses and residents through telephone townhalls conducted by TBARTA. Public input has also been received through PSTA. Local organizations like Rotary clubs, chambers of commerce and citizen advisory committees at the MPO have also put in their input on the long range transportation plans in Pinellas County. People are supportive once everything is explained and as long as there is a good plan.
9/24/2013	(Len) Brad, how do people feel about transportation in general based on this public input?  (Brad) We have been doing as much as we can to get out to the public. I've presented to nearly a hundred groups on the Greenlight Pinellas Plan. Jeff and Julie have also worked very hard to get all parts of Pinellas County to participate. We hear that people want to have a growing, thriving community in Pinellas County. They don't necessarily know the technical details of what mode would be best, but they want the best for their community. They understand the Greenlight Pinellas Plan and the need to invest in transit. Questions I receive usually focus on when this will be made or how will it be paid for. We are talking about a holding a referendum next year for a one cent sales tax that would replace the property tax that PSTA currently levies across the county. People are supportive once everything is explained and as long as there is a good plan. (Len) I think that is the key. The more information people get, the more receptive they are to the idea and the more they embrace the plan.
9/24/2013	Is this meeting politically motivated and if so which party is sponsoring it?
9/24/2013	Is the government trying to tell me how to vote on mass transit? Are my tax dollars paying for that?

Comment Count from Accountability theme(s): 8

## Accountability, Signal Timing, Bike Lanes

Date	COMMENT RESPONSE
8/6/2013	I would like realistic and attainable time deadlines set for road projects. More work should be done at night (etc. road detours/closures). Lights should be timed to keep traffic moving more efficiently. More bike lanes set up to keep bikes out of road. Remove red light cameras.

Comment Count from Accountability, Signal Timing, Bike Lanes theme(s): 1

- 10/31/2012 It should be taken under consideration the stability of the economy at this time. There are people who are having difficulties just meeting everyday needs. Please hold off on any extra gas tax for transportation until we know more about our economic future.
- 9/24/2013 From the phone Sharon says: PSTA gets money from ad valorem taxes, bus fares and, if the referendum is approved, they may get money through a 1% sales tax. What is the difference between the three sources of funding?
- (Brad) Right now, PSTA has about a \$60 million operating budget. We get about half of that from the property tax, 25% comes from fares (a relatively high number), and the rest comes from state and federal grants. Under the new plan, the property tax goes away, which could be up to \$100 savings for some home owners. It will be replaced by the 1% sales tax, allowing us to create a new transit system for the county by growing our total operating budget to about \$120 million with most of the money going to the improved bus system in the county. We would also still have fares and grants. (Len) A lot of people wonder why don't fares support the bus system, but I understand that no system in America that can rely solely on fares to sustain itself. (Brad) There's no transportation system, no matter what, that can support itself. Even roads, which some folks say is supported by gas taxes, is only about 50% supported by gas taxes. There is no transit system in the world funded entirely by fares. Even airports were paid for by taxes and that's a fact about transportation.
- 9/24/2013 Brad, we talked earlier about taxes being a funding source for these endeavors. From the blog Maria asks: What about private investors? Is there an opportunity for private investors to become partners and enter into this mix?
- (Brad) That is certainly key. Jeff mentioned earlier about the business community and the need to support them. From my take of it, the business community has been very supportive. They feel this will help their businesses grow and they can expand their businesses and attract new jobs. They will definitely be investing more in Pinellas County if we put this catalyst in place. Maybe along the way we can look at ways to deliver this project. Maybe through innovative contracting we can have the rail built, designed and operated by a private consortium of groups. Currently PSTA contracts out about 10% of our service for some of the trolleys and paratransit services and we look to the private sector to help. (Len) Does this happen elsewhere in America? We aren't reinventing the wheel, correct? This sort of model operates successfully all over the country? (Brad) I believe right now there are 26 cities throughout the United States that have invested in a multi-modal transit system including bus and rail and other options. 25 of those cities are finding success and expanding their systems.
- 9/24/2013 Right now our bus fares are some of the highest in the country. Will they become more affordable with the new plans and with the taxes changing?
- 9/24/2013 What is the percentage of Pinellas mass transit that fares actually cover compared to how much the taxpayer is subsidizing to cover operational costs? What is considered success?
- 9/24/2013 Is this a \$6 billion project already? I last saw a much lower number? That's a lot of money!
- 9/24/2013 What is the projected cost for a rail ticket?
- 9/24/2013 Ken, Public transit exists because it's not a money-maker - it's considered a part of our infrastructure like roads, bridges, courthouses, etc.
- 9/24/2013 Will private investors cause ticket prices to soar?
- 9/24/2013 Public transportation must be affordable.
- 3/18/2014 Stop the spending: The less we pay in taxes, the more money we keep for ourselves and the less we have to work. That means more time for walking our neighborhood. My neighborhood is just fine for walking and my neighbors are out walking at all times of the day and night. My neighborhood has very few sidewalks and people walk at the edge of the street. Stop the spending!
- 11/5/2012 Comment on "Implement and support ALL ride sharing services and apps": There's another problem - PSTA assumes they will get \$1.2 BILLION in funding from the state and federal govts. That is an assumption, not a fact, not a guarantee. If that \$1.2 BILLION is not forthcoming in 2020 (remember, we are already \$18 TRILLION in debt), then WE get to fund the shortfall. How do WE come up with another \$1.2 BILLION?
- Yes, that is correct, more taxes.

## Affordability/Cost, Bicycle Amenities

COMMENT  
RESPONSE

Date

8/5/2013 Other (describe in comment box): How many people would ride bicycles if they had to pay the cost of building and maintaining bike lanes/trails? Why do these people believe they are entitled to special accommodations that everyone is forced to pay for?  
3% of Pinellas County residents use public transportation at an average cost of \$1/ride while the actual cost is \$4/ride. Property taxpayers pay the other \$3. Now they want to increase our sales tax to buy more buses and build a train. That is \$130 MILLION a year taken out of EVERYONES pocket and out of our economy so that 3% can get an almost free ride (plus another billion \$ or more from federal TAX funds). We could buy a fleet of 10,000 electric cars and give people real transportation and save a lot of money and a lot of grief. That should satisfy the Sierra Club and all those who feel entitled to free stuff. Anyone who doesn't have a have a discount/SNAP card could use the electric cars for actual cost.

8/5/2013 Comment on "Other (describe in comment box)": Since bicyclist pay taxes they are paying for it

8/5/2013 Comment on "Other (describe in comment box)": Too much money of the "Penny for Pinellas" is being spent on NEW roads. It was originally sold as a tax for bike paths and public transit. If that's the case, that Penny sales tax should be on a gallon of gas, since roads get the lion's share of the monies. A lot of safety items were overlooked when earlier roads were built, and it's high time to fix those problems, improve public transit, work on pedestrian and and bicycle safety, and cut funding for new road building projects to have the "Penny for Pinellas" pay off the value for what it really was intended for in the first place.

Comment Count from Affordability/Cost, Bicycle Amenities theme(s): 3

## Affordability/Cost, Bike Lanes

COMMENT  
RESPONSE

Date

8/5/2013 Comment on "More bike lanes": Sure - you get what you pay for.

Comment Count from Affordability/Cost, Bike Lanes theme(s): 1

## Affordability/Cost, Congestion

COMMENT  
RESPONSE

Date

5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": I have never seen any public transportation project come in on time and under budget. Just look at the US19 project. Confidence in the Green Light propaganda will only cost and cost and provide little in the way of relieving congestion on the highways. Unfortunately, Pinellas is not Cleveland, or San Diego, or anywhere else. Pinellas needs to complete existing highway and roadway projects and the roads will become better. Light rail won't fix it. We are not a city like those you sighted, we are a county and should stay out of the light rail business and leave it to the cities.

Comment Count from Affordability/Cost, Congestion theme(s): 1

## Affordability/Cost, Rail

COMMENT  
RESPONSE

Date

11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Light Rail is a 20th Century solution. It will cost billions and take at least a decade or two to implement. Just look at how long it is taking to do the US 19 modifications. Most of us will be taking light rail in the sky and be broke by the time it's up and running. What Pinellas County needs is leadership, courage, and creative ideas. All it takes is thinking outside the box. There are some viable solutions to solving this issue. If it was easy to do and we had tons of money and time, then we could do many things, even if they are not applicable to solving this 21st Century need. Since that's not the case, let's keep an open mind and find a workable, timely, and economically feasible solution! Just because one mode of transportation works elsewhere doesn't necessarily mean it will work here.

Steve, please tell us which facts are false and which figures are phony.

They are all provided by PSTA on the Greenlight site, here:

<http://www.psta.net/PDF/Greenlight%20Pinellas%20Preliminary%20Financial%20Feasibility%20Analysis.pdf>

Comment Count from Affordability/Cost, Rail theme(s): 2

## Affordability/Cost, Regional Travel

COMMENT  
RESPONSE

Date

- 10/10/2012 First, not enough FL residents will use it as the daily demand will not be there.  
Second, once tourists see the added difficulty this brings them they will elect not to use it after the first try. (Pix this-  
a) Family of four fly into Tampa Airport and rent a car (\$375+gas) to travel through Tampa Bay area and to get to beach hotel, etc. b) decide to go to Orlando by rail, must travel to train station, park car and pay parking fee, get round trip train tickets (\$150 for four people) travel to Orlando, get a bus\$\$\$ to Disney. Stuck at Disney unless they rent another car to go to Cape Canaveral for the day (\$200.00) Return to Disney, get ticket to train station, return to Tampa, p/u car (\$25 to park) drive back to beach.  
(The extra \$\$ to take the train, park car, rent another car will cost more than to take 4 people, by car to Disney at half the time and see the Cape.)

Comment Count from Affordability/Cost, Regional Travel theme(s): 1

## Affordability/Cost, Revenue

COMMENT  
RESPONSE

Date

- 9/24/2013 Do you ever see contracting these services out to a private company or are these services so inefficient that they will always need to be subsidized? I keep hearing a NEW TAX being discussed.
- 9/24/2013 Now is not the time to invest billions of tax dollars to support a system which will be expensive to run, underutilized and doesn't serve the entire county. Besides, I've never ever seen a governmental agency come in under budget. This will cost at least double the estimates and be inconvenienced for 25 years while it's being built. Looking out to 2040???, I'll pay for it until I'm dead - so, I won't ever be able to use it anyway.
- 1/28/2014 Expand use of intelligent transportation system (ITS) technology (e.g., road monitoring cameras, mobile phone applications): If only we had \$2.5 BILLION to waste, we wouldn't have to worry about buses. We could all ride a streetcar to Clearwater!  
Oh, maybe you haven't heard, PSTA wants to replace the current property tax (\$34 million/year) with an added 1% sales tax (85, highest in the state) to increase their tax revenue from locals from \$34 Million to \$140 million/year, forever.  
Here's the best part: property tax payers end up paying about the same amount of tax with the new sales tax replacing the property tax. Those of us who do not own property (is that you?) end up paying the added \$100 million in taxes - every year, forever. All so we can have a light rail/streetcar (the tracks are in the streets and it goes to Clearwater in an hour, about 23 miles).  
It gets even better - in ten years the sales tax will be adding \$180 million/year top PSTA's revenues.  
Did you hear about the new and improved bus service? Yep, 10% of the total \$2.8 BILLION will go to buses - if the "train" comes in on budget and on time. That's \$2.5 BILLION for the train, \$150 million for buses and \$150 million for BRT (bus rapid transit - they aren't sure what that means just yet).  
Another kicker is that almost ALL of that money is borrowed, so we taxpayers will be repaying it, with interest for the next 40 years. That's why they need the sales tax increase - to pay it all back, with interest.
- 5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": You are supporting a \$2.5 BILLION train that PSTA projects will have 9,000 riders ten years after completion. Do you really believe that is a wise use of taxpayers money?  
They say they can expand bus service by 65% with \$300 million.  
That makes a lot of sense - buses can go where people are and where they want to go. Trains require people to come to them - they are not flexible, they cannot adapt to circumstances.  
The Greenlight tax is a sales tax that replaces the property tax.  
Property taxpayers fund PSTA about \$32 million per year. The new sales tax will fund PSTA about \$150 million/year. Property taxpayers will pay the same OR LESS if they own expensive homes. They are not affected. The additional \$118 million will come from NON-property owners.  
Who are non-property owners? They are EVERYONE who buys taxable items in Pinellas county. Rich, poor, kids, seniors, visitors, fixed income, low income. Sales tax eventually affects everyone, including businesses. That \$150 million disappears from the economy - \$150 million every year that will not go to business owners. All for the less than 2% - maybe 3% who will be using public transit, especially the train. The \$2.5 BILLION train.  
Do you really believe we will still be depending on trains to get from Clearwater to St. Pete in 2035? All 9,000 of us?  
  
You are a creative guy, Steve. Tell us what you can imagine might happen over the next 20 years. More workers at home? More efficient cars? More efficient buses? (the roads are not going away - they are here to stay).

Comment Count from Affordability/Cost, Revenue theme(s): 4

## Affordability/Cost, Rideshare

COMMENT  
RESPONSE

Date

5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": Would you agree that all gas taxes should be allocated to build and maintain roads? That people who use cars should pay for everything associated with cars and people who use transit options should pay for everything associated with the options they choose to use? The Highway Trust Fund is bankrupt for a variety of reasons: better gas mileage = lower gas usage = lower gas taxes; the HTF is used to support public transit projects; states do not necessarily get as much back from the fed govt as they pay in as gas taxes. States should keep their gas taxes and make their own decisions. Here's a complete summary: <http://eyeontampabay.blogspot.com/2014/06/eliminate-highway-trust-fund-and.html> You seem to have the idea that you and others are entitled to public transit, regardless of the cost. You don't seem to understand the fact that 100% of the population depends on roads and less than 4% of trips and less than 3% of commuting miles depend on public transit. Public transit works in high population density areas - it is very difficult to have efficient/cost effective public transit in low density areas such as Pinellas and Hillsborough counties. We can subsidize those who really need financial assistance, just as we have with food, housing, medical and other means of support. Those who merely want a choice should be required to pay the full cost of the service provided: bus, train, trolley, whatever. Let us keep two facts in mind: there will always be roads and there will always be cars with thousands of empty seats criss-crossing Pinellas county. The most efficient and cost effective way to provide public transit is to subsidize the cost of ride sharing services for those who cannot afford to pay their own way. People can actually walk out their door, get in a car and be delivered to where they want to go, without transfers or long wait times. No bus, train or trolley can provide that service at any cost.

Comment Count from Affordability/Cost, Rideshare theme(s): 1

## Affordability/Cost, Roads

COMMENT  
RESPONSE

Date

11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": Couldn't agree more, but just look at the US 19 corridor project - over budget and delayed yet again. Visions of future projects? If you look at history, it really does repeat itself over and over again and the taxpayer is always left holding the bag!

Comment Count from Affordability/Cost, Roads theme(s): 1

## Affordability/Cost, Roads, Congestion

COMMENT  
RESPONSE

Date

John B59, if you're so worried about all of this borrowing, why did you not bark about it when the toll roads were built? Worse yet, those roads have been refinanced several times and never relieved traffic congestion on the roads they were intended to do so. Did you not read my spot about how toll roads are ripping people off now with fees? All of the road-related taxes being collected for roads do NOT even pay for half of the costs for upkeep of the present system. Several city transit systems are doing far better than that from fare collections alone! If this sales tax does not pass, the county needs to immediately cut off construction for NEW roads, or raise the county fuel tax to pay for it. NO, I will not accept cuts for police and fire protection, clean water, educating our young, the court system, public transit, or even the libraries, just to preserve new road construction to cure somebody's gas pedal blues and satisfy the interests of greedy developers.

Comment Count from Affordability/Cost, Roads, Congestion theme(s): 1

## Affordability/Cost, Roads, Transit

### COMMENT RESPONSE

Date

10/10/2012 Comment on: "First, not enough Fl. residents will use it as the daily demand will not be there. Second, once tourists see the added difficulty this brings them they will elect not to use it after the first try. (Pix this- a) Family of four fly into Tampa Airport and rent a car (\$375+gas) to travel through Tampa Bay area and to get to beach hotel, etc. b) decide to go to Orlando by rail, must travel to train station, park car and pay parking fee, get round trip train tickets (\$150 for four people) travel to Orlando, get a bus\$\$\$ to Disney. Stuck at Disney unless they rent another car to go to Cape Canaveral for the day (\$200.00) Return to Disney, get ticket to train station, return to Tampa, p/u car (\$25 to park) drive back to beach. (The extra \$\$ to take the train, park car, rent another car will cost more than to take 4 people, by car to Disney at half the time and see the Cape.)" Building the 118th Ave Highway extension to US19 is NOT needed (and a waste of money). Motorists with common sense going south on US 19 will either take Roosevelt Blvd or recently widened Ulmerton Road to get to I-275. Going north on US19 from Pinellas Park, taking either Park Blvd. east to I-275 or taking 49th St. north to 118th Ave, then going east to I-275 is shorter than staying on US19 all the way up to 118th Ave, and then crossing 49th st. again-DUH! Scrap the 118th highway project and direct those funds to the light rail project and/or buy the PSTA more buses. The 118th highway extension is a gas pedal blues project and does nothing to solve traffic woes and should be scrapped.

Comment Count from Affordability/Cost, Roads, Transit theme(s): 1

## Affordability/Cost, Transit Oriented Development, Rail

### COMMENT RESPONSE

Date

11/15/2013 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." I see several postings on this site that identify a concern with cost. Rail transit does require a large investment. I would suggest that the county consider acquiring a portion of the land near each station that it may use to develop transit supportive use. The operation of the trains is among the most costly parts of the system, why only allow the county this end of the deal. Expand the business plan. Allow the county the opportunity to operate commercial/residential developments near each station. The revenue generated by these developments could offset the cost of operations. This model is tested, and successful. Why not, the county operates parking lots and garages to offset the cost of infrastructure.

Comment Count from Affordability/Cost, Transit Oriented Development, Rail theme(s): 1

## Bicycle Amenities

### COMMENT RESPONSE

Date

8/5/2013 Advanced space-saving, bike-parking technology being implemented in Japan. Click or copy and paste: [http://www.youtube.com/watch\\_popup?v=pcZSU40RBrg](http://www.youtube.com/watch_popup?v=pcZSU40RBrg)

11/19/2014 Comment on "Trails are not enough": Install more bike LOCKERS!

11/19/2014 Comment on "Trails are not enough": I was recently at the new Intermodal center at Miami Airport. Now there's where there was a good concept for bike lockers. It was based on a YMCA style atmosphere, complete with showers, that they would pay to use. Bikers could leave bikes there short-term or long-term.

Comment Count from Bicycle Amenities theme(s): 3

## Bicycle Amenities, Affordability/Cost

### COMMENT RESPONSE

Date

8/5/2013 Comment on "Advanced space-saving, bike-parking technology being implemented in Japan. Click or copy and paste: [http://www.youtube.com/watch\\_popup?v=pcZSU40RBrg](http://www.youtube.com/watch_popup?v=pcZSU40RBrg)": Pretty cool, but I don't think this would work with our low water table. Also it makes sense there because land is so valuable downtown, but I'm not sure if its cost effective here even in our downtowns.

11/19/2014 Comment on "Trails are not enough": Real Bike lockers, what a Great Idea, I wonder how much that would cost. Bikers could secure their rides for small fee. Much less costly to taxpayer than a vehicle parking structure and groups of 4 to 8 lockers that could hold up to two bikes each can be placed virtually ANYWHERE. Coin payment slots similar to bus terminal lockers... Steve C... Maybe this should be an IDEA all of its own.

Comment Count from Bicycle Amenities, Affordability/Cost theme(s): 2

## Bicycle Amenities, Bus

Date	COMMENT RESPONSE
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9/3/2013 Is there a way to have additional bike carriers on the bus?: Perhaps two additional bike carriers can be added to the rear of a bus. I have seen times when a passenger has had to chain his bike to a pole because the two carriers are being used.

Comment Count from Bicycle Amenities, Bus theme(s): 1

## Bicycle Amenities, Revenue

Date	COMMENT RESPONSE
------	---------------------

8/5/2013 Comment on "Better lighting on roadways with bike lanes": Definitely possible - put collection buckets along the trails and see how many bikers will donate to the cost of these improvements.

11/14/2014 Comment on "Downtown St. Pete?": Stolen bikes are a problem anywhere, but modest investment in sturdy devices such as the big poles shaped like an "m" are a good deterrent, and ALWAYS LOCK YOUR BIKE! It's a penny project, and money well spent.

Comment Count from Bicycle Amenities, Revenue theme(s): 2

## Bicycle Amenities, Trail

Date	COMMENT RESPONSE
------	---------------------

8/5/2013 Better lighting on roadways with bike lanes: Bike trails would be better used with improvements to rest and recovery stations, refreshment areas, longer service hours, and more businesses who serve bicyclers.

1/31/2014 Eagle Lake Park on Keene Rd: Nice paths and clean facilities

Comment Count from Bicycle Amenities, Trail theme(s): 2

## Bicycle Amenities, Transit

Date	COMMENT RESPONSE
------	---------------------

11/19/2014 Trails are not enough: I believe the plan is somewhat shortsighted. Simply because the only bike infrastructure mentioned are "trails projects". What about more bike lanes, separated lanes, that support the bus and other transportation systems? When I attended a Greenlight meeting and asked about the bike component, all that was said was "we'll have racks on the trains and buses and we won't need more racks at bus stops as the buses will be more frequent." Which isn't true. If I am a commuter who needs to ride my bike to get to a bus/train station, I would need a safe, secure place to leave my bike for the entire day. Pinellas County is the perfect place to be more bike friendly. We live in one of the most beautiful places in the world. Not only does good cycling infrastructure encourage more commuters, it's also attractive to visitors and tourists as it's a delightful way to get to know a city you've never been to before.

Comment Count from Bicycle Amenities, Transit theme(s): 1

## Bike Lanes

Date	COMMENT RESPONSE
------	---------------------

10/31/2012 you know those bicycle lanes they got around town, I wouldn't get in one of them if you paid me

8/5/2013 More bike lanes: More amenities along future trails. Water stations, restrooms, etc.

Comment Count from Bike Lanes theme(s): 2

## Bike Lanes, Bicycle Amenities

Date	COMMENT RESPONSE
------	---------------------

12/3/2014 Comment on "Fully Fund Planned Trails": Bike bridge to Tampa yes, Toll bridge for cars NO!

Comment Count from Bike Lanes, Bicycle Amenities theme(s): 1

## Bike Lanes, Bicycle Amenities, Safety

COMMENT  
RESPONSE

Date

Bike lanes: In my opinion, a more useful format for this question would be: "With comfort and safety in mind, how likely are you to ride on the following type of bicycle facilities:"

- Conventional bicycle lanes (a 5" white line)
- Buffered bicycle lanes (like a cycle track but paint is only separation)
- Cycle tracks (<http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/>)
- On the Street (Arterial)
- On the Street (Collector, local road)

Each choice should feature a picture, so the user knows what type of facility they are ranking.

Sidewalks are intentionally left out because the point of the question is to get bicyclists off of them.

Comment Count from Bike Lanes, Bicycle Amenities, Safety theme(s): 1

## Bike Lanes, Bus

COMMENT  
RESPONSE

Date

- 10/30/2012 As of right now, we have too few bike lanes and bus systems. While our government makes large amounts of money, our people are getting pushed farther in debt because of road damage and clogged roads wasting gas and ruining our cars.
- The bus system is making it hard for the people to get where they are going. Packed buses and late buses make it hard for the people to get to work on time and making them lose their jobs.
- As a bike rider, not enough lanes are around. It makes it unsafe for bikers to get places.

Comment Count from Bike Lanes, Bus theme(s): 1

## Bike Lanes, Community needs

COMMENT  
RESPONSE

Date

- 8/5/2013 Comment on "Less distance between home and work/activities": Sorry, "The Rise of the North American Protected Bike Lane." momentummag.com

Comment Count from Bike Lanes, Community needs theme(s): 1

## Bike Lanes, Rail, Regional Travel

COMMENT  
RESPONSE

Date

- 11/16/2012 Comment on: "Intermodal Transportation Hub at site of new Rays Stadium. A new stadium is an inevitability. The success of said stadium is contingent upon a well planned public transportation system strategically linked to the facility." IF the Rays build a new stadium at Gateway, a new intermodal terminal would be best suited as close as possible to PIE (Clearwater-St. petersburg Airport) to increase intermodal connectivity. Both light rail lines from Clearwater and St. petersburg need to converge west of the intermodal terminal to maximize best use of the facility. Express bus service could start on an interim basis until the Howard Franklin is rebuilt to accomodate rail.

Comment Count from Bike Lanes, Rail, Regional Travel theme(s): 1

## Bike Lanes, Roads

COMMENT  
RESPONSE

Date

- 8/21/2013 Close Ditches: Close the ditches along 62nd Ave. N. and add bike lanes and sidewalks.

Comment Count from Bike Lanes, Roads theme(s): 1

## Bike Lanes, Safety

COMMENT  
RESPONSE

Date

8/5/2013 Consider painting the bike lanes green (like they do in some places in Pinellas) so that even if it doubles as a shoulder, there is greater emphasis that the space services bikes, not cars, as a primary use. Would likely increase safety.

The street: When riding in my neighborhood (speed limit <25 mph) I ride on the street. My neighborhood has a street grid network so there isn't a lot of traffic and most garages only have access off the alley so there aren't driveways connecting to the street to watch out for. When riding downtown I use sidewalks or bike lanes (when provided). I don't ride my bike in other areas because I don't feel safe (usually when speed limit is > 25 mph) even when bike lanes are provided because there is nothing between me in the bike lane and the car lane. I would feel safer and bike more places if something (trees, buffer zone, raised median) was between my bike and cars.

11/19/2014 Comment on "Trails are not enough": Yes, please. More protected bike lanes would be great. There is no real system of bike lanes that will actually get you many places.

11/19/2014 Comment on "Trails are not enough": There is also a state law that the legislature passed last year to protect bicycle riders by requiring motorists who are passing them to give them a minimum of a yard of space. Is the county sheriff's department enforcing it and ticketing violators? Let's not forget the individual city police departments, too. do they even know the law is on the books?

11/19/2014 Comment on "Trails are not enough": Steve C... On a single trip to the Bay Pines VA from my home is South St Pete by Bicycle (12.5 miles each way) There are at least 4 Occasions when cars, trucks & buses come closer than TWO feet to me. About once a week I get a really close call from a side view mirror. In fact one guy in a truck was cursing me for bending his mirror with my elbow as he passed me. The Sheriff's Dept and Police Dept have done 'VERY' little to help keep bicycle riders safe. When I ride in the Bike Lanes on First Avenue North & South, most vehicles ride so close to the Solid White Line of the Bike Lane that it almost forces riders to crash into parked cars along the road. Law enforcement know the law is on the books... They just don't enforce it.

11/19/2014 Comment on "Trails are not enough": That's a terrible shame Phillip M! They need to crack down on aggressive driving. Trying to cross almost any major street on foot or bike is dangerous. I've had to beat on the hood of cars to get a motorists' attention so I wouldn't get run over because they are lighting up a cigarette, yapping on a hand-held phone, or disobeying a signal.

Comment Count from Bike Lanes, Safety theme(s): 6

## Bike Lanes, Safety, Community needs

COMMENT  
RESPONSE

Date

8/5/2013 Less distance between home and work/activities: "More" bike lanes are probably not necessary. Most of the bike lanes in Pinellas County are on principle arterials; designed to maximize MOTOR vehicles. How do you think that makes a potential bicyclist feel? Vulnerable. Most people won't ride on heavily traveled roads unless there is some SENSE of protection. Read "The Rise of the North American Bike Lane," front and center on momentummag.com

Same with bike parking. "More" is good, but "better" bike parking should come first. Bike hoods or bike lockers that protect the mechanical parts from rain and are secure over long periods of time. Also, many of the bicycle rack designs around look neat, but are very difficult (if not worthless) to securely lock a bike. The inverted "U" racks are best.

Comment Count from Bike Lanes, Safety, Community needs theme(s): 1

## Bike Lanes, Safety, Enhancements

COMMENT  
RESPONSE

Date

Sidewalks: Ditto. In my opinion, we should stop funding conventional bike lanes on 45-50 mph roads. They do very little good. Protected lanes are the way to go (even if we can only afford to put them in a few strategic locations.) More is not always better.

Our planners should look into the Green Lane Project.  
<http://www.peopleforbikes.org/green-lane-project/pages/greenlaneproject2>

Comment Count from Bike Lanes, Safety, Enhancements theme(s): 1

## Bike Lanes, Safety, Sidewalks

COMMENT  
RESPONSE

Date

Bike lanes need to be designed with safety in mind for all who use them. Fix up these sidewalks that haven't had a lick of maintenance for several years and smooth out the rough spots, fill in the cracks, and either cut or lower the curbs on the corners, which would also help mobility impaired persons using wheelchairs and scooters to get around. Educate pedestrians to "PUSH THE BUTTON" before crossing at intersections with traffic signals so they will have longer times to safely cross streets.

Comment Count from Bike Lanes, Safety, Sidewalks theme(s): 1

## Bike Lanes, Sidewalks

COMMENT  
RESPONSE

Date

11/1/2012 I would like to see transportation improved by having more bike paths and sidewalks available

8/21/2013 Improve 62nd: Close the ditches along 62nd Ave. N. and add bike lanes and sidewalks.

11/14/2014 Downtown St. Pete?: Are these bike lanes or separate bike-only trails? There are many places in downtown St. Pete where bike lanes can be added or expanded. I would like to go street by street to see what shape bike lanes and sidewalks are in.

Comment Count from Bike Lanes, Sidewalks theme(s): 3

## Bike Lanes, Signal Timing, Bus

COMMENT  
RESPONSE

Date

10/29/2012 Brighter, clearer signage for upcoming streets. Wider lanes clearly marked for bicycles and pedestrians. More even timing in street lights to improve the flow of traffic, For mass transit – designate convenient pick up points providing – Park and go so we could leave our cars with plenty of parking and safety – during busy hours more buses. Reevaluate the budgets, eliminate excess. Administrators – direct monies to where they are needed. Encourage private transportation companies to invest with incentives to invest.

Comment Count from Bike Lanes, Signal Timing, Bus theme(s): 1

## Bike Lanes, Signal Timing, Safety

COMMENT  
RESPONSE

Date

8/5/2013 More bicycle parking at my destination: As a daily bicycle rider I'm amazed at the discussion regarding transportation. Why promote the expensive while avoiding the obvious, something we've been paying for since the Penny for Pinellas was first introduced, TIME THE TRAFFIC SIGNALS!!!! It's been talked about for 20+ years yet little action. The bicycle lane idea, on most Pinellas roads, is a real bad idea unless you think EMS needs job security. I will not use them! The few times I have been between the debris that lands there (that's where flat tires come from) and drivers having little to no regard for the bicyclist plus they think it's their lane the bike lanes are much too dangerous. Better idea, smooth out the sidewalks so the bicyclists don't lose their fillings while bouncing along on them (I actually under-inflate my tires so I don't get so beat up). That's a safe fix on the cheap.

Comment Count from Bike Lanes, Signal Timing, Safety theme(s): 1

## Bike Lanes, Traffic Law Enforcement

COMMENT  
RESPONSE

Date

Bike lanes on our roads would flourish if it were not for careless, inconsiderate drivers. Florida needs to incorporate better share the road education and questions on written driver license exams and road tests. Currently, many roads are unsafe for bicyclists.

Comment Count from Bike Lanes, Traffic Law Enforcement theme(s): 1

- 11/14/2014 Use Google Maps to provide updated bike maps for Pinellas: Searching on the web, the most recent St Petersburg bicycle map is dated 2009. Likewise, the Pinellas Trail Guide at <http://www.pinellascounty.org/trailgd/> is reasonably detailed, but hard to use.
- Instead of producing your own city/county bike maps, which become outdated quickly, provide your information to the Google maps bicycle trails feature. Include references on city/county web pages to the Google bike maps.
- maps.google.com has layers to show additional data. One of these layers is named "Bicycling". When you click to activate this layer, detailed bicycle trails are show, with easy zoom and pan. Updating is simple. Click on the "?" help icon and pick "Report data problem". Then use that dialog to request an update or addition. I have sent in several detailed bike trail updates, and within a day or two they were added to the map.
- Google maps work on my PC, my tablet, and my smartphone. I can navigate a bike trail in real time using my phone.
- 11/14/2014 Comment on "Use Google Maps to provide updated bike maps for Pinellas": As I travel around the nation driving my truck, I stop at "welcome centers" that have oodles of info in print on things like maps and brochures about bike paths. But where are the ones for Florida at its welcome centers? Is our state government too cheap to print any?
- 12/3/2014 Comment on "Fully Fund Planned Trails": We also need protected bike lanes on roads, not just off-road trails.

Comment Count from Bike Lanes, Trail theme(s): 3

- 10/29/2012 Try to get smaller buses for down time – keep the larger ones are needed in respect to people to and from work. Roundabouts are of no use and cause accidents. Street islands are dangerous.
- 10/30/2012 would like to see Pinellas County transportation system to be better for those that choose to use its services. Especially the PSTA (bus system). I feel the bus system should have more routes, more pickup/drop off times and service the county until at least midnight or 3am maybe become a 24 hour bus system. This would greatly improve on motor car, bike, and walker accidents, the longer hours and routes would pay for itself in the long run.
- 10/30/2012 This note is to inform you of a few suggestions concerning the bus system of Pinellas County. I feel that the hours should be later at night to accommodate the people that work in bars, twenty four hour eating places, etc. Also more convenient areas for riders waiting for the buses especially during this type of weather rainy etc. Windy shelters, more shelters. More funding for PSTA
- 10/30/2012 Please improve the coordination of the bus routes in Pinellas County: I believe it would relieve a lot of traffic congestion because more daily commuters would view the public transit system as an option instead of a curse. Even if it's just more direct routes with a few more minutes wait time between buses.
- 10/31/2012 More direct routes. Less time getting from point A to point B. Less exchanges. More organization. Inform the public more on projects that are being put together.
- 11/1/2012 Better bus schedule  
Improve bus stop  
Shelter bus stop
- 11/1/2012 I will like to see buses run all night long.
- 11/1/2012 We need more efficient modern buses to ride
- 6/5/2013 "Designated Bus Lanes" idea:buses still sit in traffic; designated lanes would improve travel times
- 5/26/2013 "Switch to smaller buses" idea: Car rental companies tailor the size of the buss to the volume of passengers. Not one size fits all, all the time.
- 5/27/2013 Comment on "Switch to smaller buses" idea: This may hold true for small "neighborhood shuttles", like in a medical district or campus. This does not fit the right size for running across town.
- 6/13/2013 "Build a bus depot in downtown St. Pete" idea: Instead of using Williams Park as a bus depot should be built just south or north of Central. Perhaps just south of the Publix supermarket on 3rd Street. Too many people just hangout around Williams Park.
- 6/26/2013 Comment on "Build a bus depot in downtown St. Pete" idea:Tear down I-175 and build a new multi-modal transportation center in between I-275 and Tropicana Field to serve light rail, trolleys, Greyhound, and PSTA buses. Run light rail or a trolley service to The Pier. Develop the area where I-175 currently is into a boulevard where people can walk, bike, go for a trolley ride and line it with retail shops, restaurants, hotels, lofty apartments, and more parking near Tropicana Field. Why do we have to have two freeways running parallel less than a dozen or so blocks apart from each other? One is sufficient.
- 6/30/2013 Comment on "Improve frequency and transfer options": I live 4.5 miles from work. If I were to take the buses, I would need to transfer 3 times and the trip would take 1 hour and 15 minutes. I now find my self in a position where I cannot drive but the buses are still not a viable option for me.
- 6/13/2013 Comment on "Improve frequency and transfer options": Buses every 15 or 20 minutes would make it more attractive to potential riders. Also please have a CAT bus that runs after the Rays baseball game.

Date	COMMENT RESPONSE
5/7/2013	comment on "improve frequency and transfer options: Transfers are the key for bus use and all transfers should be free. This way passengers are paying one price to get from point A to point B. Many buses in Europe use this system and allow passengers to get on and off the bus throughout a specified time period during the day and dependent upon purchase time for one fare. This encourages passengers and tourists to explore or shop in different venues along the total route. One fare makes sense!
5/4/2013	Comment on "improve frequency and transfer options": I agree with the comment above.
5/7/2013	Comment on "expanded hours of service": Expanded hours of operation are paramount for success. Surveys of county residents would indicate preferred service hours so that they can get to work, city centers, after work venues, restaurants, etc and be encouraged to use the bus for their preferred way to travel. Expanded hours may mean more buses for the Am and PM rush and fewer during the day or some other variation to accommodate the traveling needs of the public.
6/13/2013	Comment on "faster service": I wish the CAT didn't have to sit at Grand Central for 10 minutes.
5/7/2013	Comment on "faster service": Buses need to be a maximum of 30 minutes apart, otherwise people will just drive instead of using the bus.
5/7/2013	Comment on "faster service": Is the usage of bus routes computerized? If no, then will it be? If yes, does its software provide the information needed to apply this good advice from Jerry K2?
5/1/2013	Comment on "faster service": Gage ridership potentials more often, noting the where and when in updating routes and bus lead times.
5/18/2013	Comment on "increased amenities": Regional connections are highly lacking, along with the demand for more frequent service.
5/7/2013	Comment on "expanded coverage": Coverage within the county needs expansion. For those areas with a light passenger load, smaller buses could be used. This may entice more users.
11/15/2012	Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." What you say makes total sense. I whole-heartily support the bus-based system that you suggest over the light rail.
11/14/2012	Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach.
11/14/2012	Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." We need a 19X route for PSTA once the US19 project is finished. An express route from Westfield to Pinellas Park Mall with stops only at Clearwater Mall and Ulmerton Rd(connect to Tampa buses) .
11/14/2012	Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." Main hubs and expresses on us 19
11/14/2012	Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." Is Bus Rapid Transit some buzz word or something? How is it different than regular bus routes that we have? Is it the same things as our current bus route only it has some dedicated "Paths/roads" around our city it can only take? Like a carpool lane?

- 11/14/2012 Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." I think the type of buses they are talking about are somehow fixed into a certain place, so the route can't be changed so easily. Does anyone have more info?
- 11/14/2012 Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." I totally agree that bus transportation is the best solution for the needs of Pinellas County Residents. Light rail is expensive, will take long to implement and will forever be dependent on the taxpayer to subsidize service. Bus routes can be adjusted for a changing work force. Different sized buses can be used for passenger loads that will inevitably change throughout the day. Various fuels can be used for a low environmental impact. Bus routes need to bring the public to venues through the region - Beaches, Restaurants, Stadiums, Museums, Theaters, Malls, etc. Buses to major events could use parking areas throughout the county as hubs to bring people to events. Service should be available throughout the entire county and not be limited like the proposed light rail system. Furthermore, the county should license these services to private bus companies creating competition and competitive fares. Venue tickets should be bundled with bus fares. Just look at the airline model. It works!
- 11/28/2012 Comment on: "Pinellas county has a very strange layout. Often visitors are confused as to where the good neighborhoods are, where the business is, where the shopping. The diversity is what makes the area great but getting around without a seasoned local is difficult.  
We need to define and encourage our shopping districts and corridors. We need to connect them with one another. Connect downtown with central avenue, the beaches, 4th street, tyronne mall, and other large shopping districts. This is your weekend transportation.  
We also need your weekday transportation. We need to connect neighborhoods with business districts.  
By isolating these two patterns of local travel and the areas we need to get to and from we can create the best and most efficient transportation system." How about starting with a 19X express route on US 19 when the construction project is finished? PSTA should run some selected buses non-stop or with limited stops between Westfield Countryside Mall and Pinellas Parkside mall during rush hours as a starter.  
What about buses between retirement homes and medical centers? The beach and the airport? Special baseball buses before/after Rays games to/from the beaches and up north along US 19?
- 2/22/2013 Bus Stops with Swings!!
- 11/17/2012 Unfortunately - or fortunately we live in Tampa Bay and are, therefore, a region. We are a collection of cities. Maybe our county is trying to solve this issue on too large of a basis when it may be better solved on a smaller basis by each city in the region. Inter- and intra-city transfers could be "free" or a small surcharge leaving the fares still affordable. The cities could contract with private bus companies and lease or sell bus routes to them based upon passenger needs. There could be express buses between cities and to major venues, beaches, museums, stadiums, coliseum, malls, etc just like the casinos do. Bundle the bus fare with the venue ticket. There are many options, but 20th century city transportation models won't work in this 21st century environment.
- 11/22/2012 I worked in Cincinnati a number of years ago. Their bus system covered the majority of the towns in the Cincinnati Metro area and it was practical to use the bus system to reach any point along the scheduled lines. A feature I have not seen here in Pinellas is that once I bought my ticket on a bus, I could get "free" transfers to other buses to reach my destination. For example, while I lived downtown, I went to a gym in the suburbs. I hopped a bus near my apartment for a few stops, got a transfer stub to catch a different bus to near the gym. Round-trip, I paid for two tickets. Here in Pinellas, a similar route would require paying for 4 tickets. Yes, less revenue, but the bus was used a lot more. I have tried using the bus here in Pinellas, but unless I walked a long distance to a bus with a straight run to my destination, it was cheaper to drive my car. I know I could get a monthly pass, but for usage up to a couple times a week, I do not see it as worthwhile.
- 11/27/2012 Consider installing special ramps or lanes to allow busses to bypass the busiest roads and intersections. As they are now, they aren't much better than our car since they have to sit and wait in traffic along with everybody else. This would make using the existing busses much faster.
- 11/27/2012 Comment on: "Consider installing special ramps or lanes to allow busses to bypass the busiest roads and intersections. As they are now, they aren't much better than our car since they have to sit and wait in traffic along with everybody else. This would make using the existing busses much faster." See metro rapid bus systems. A lot more practical than ramps to avoid intersections.

- 2/8/2013** I would love to downgrade to one family automobile and utilize mass transportation but that option is not currently feasible considering most bus routes stop running early and no routes currently service my neighborhood of Shore Acres. I know ridership has traditionally been poor in my neighborhood, but with the growing trend of people fed up and dumping the pump combined with its proximity to downtown and the nightlife scene, ridership would definitely spike with later hours and ample routes.
- 1/12/2013** Comment on: "You say the ridership will be there if you build a light rail. Prove it! Schedule buses for the proposed train route( Clearwater to St. Pete). Lets see the ridership!! I say the buses can do the same route, better faster, cheaper!!! And most important you don't have to wait, PSTA can do it today not 20 years down the road." Sully G, do you mean you support trying rapid bus in a separate lane first? Or just regular busses along that same route? I think the bus option along the same route but in a separated lane was an option at one time or another.
- 1/12/2013** Comment on: "You say the ridership will be there if you build a light rail. Prove it! Schedule buses for the proposed train route( Clearwater to St. Pete). Lets see the ridership!! I say the buses can do the same route, better faster, cheaper!!! And most important you don't have to wait, PSTA can do it today not 20 years down the road." designated bus lanes for speed
- 9/24/2013** A lot of people are judging the future by the situation today. They think about light rail and relate it to how the system works now, but there is a lot of work to be done between where we are now and the time we get to light rail. I think improving bus service would be an important component to get us in that direction. From the blog Bill asks: "Yesterday I spent \$74 to fill my car. The bus system does not run late enough to get me home from work. Will there ever be buses that run in the middle of the night?"
- (Brad) It depends on the definition of middle of the night, but yes, the buses currently offer no choice for residents of Pinellas County because the buses don't run frequent enough, late enough or on the weekends over to Tampa. We have service throughout the county, but much of it ends by 6 o'clock at night. Maybe you can get to work or to the baseball game, but you can't get home. The Greenlight Pinellas plan would dramatically change that. All routes would run till at least 10 o'clock at night. Some services, like trolleys and routes that serve entertainment purposes would run later, some to 2 o'clock in the morning. That's part of providing a choice for people: running when people need it.
- 9/24/2013** From the phone James asks: What is the county doing in terms of expanding the routes? More routes, more stops, later at night, is that all part of the bigger picture
- (Brad) Yes, and as Julie said, connections regionally to Tampa and over to the airport. (Len) And will the stops get closer together or will there be more express routes to take us from Point A to Point B? (Brad) It's not a one size fits all solution. We have layers of different types of services depending on the need. We have express routes over to Tampa and the largest employment area within Pinellas County (aka, the Gateway/Carillon area). Express routes are routes with few stops designed to let passengers on and off at park and ride facilities; they could run on a dedicated lane or run on the shoulder to get around traffic.
- 9/24/2013** From the phone Peter asks: What studies have been done regarding number of stops per road? Are there studies that are done that allow you to come up with an ideal number of stops?
- (Brad) Certainly. PSTA has been looking into that while putting together a community bus plan that looks at all the routes and number of stops that would be appropriate for each community that we serve. In some areas, a commuter route to Tampa might be desirable, but those people would probably have a car and drive their car to a park and ride where they will get onto a bus. Those routes would only have three or four stops. Some of the more frequent, local routes will have many more stops. Some will have stops every block. The BRT routes are our highest frequency routes, with fewer stops, but with enhanced services. People can pay before they get on the bus at stops that look more like stations. That makes the route go faster because people don't have to spend the time paying on the bus. BRT means fewer stops, bigger spacing and a faster trip to your destination. (Len) I think that is one of the goals to incorporate into any kind of mass transit plan: people where they want to go quickly.
- 9/24/2013** I used to take the bus. Buses aren't coordinated and don't run late enough.
- 9/24/2013** When we moved here back in 1965 the buses used to run along the main lines every half hour, all the way up the street and back. Why not keep it simple instead of making routes all over?
- 9/24/2013** Expanded buses are cheaper. Light rail is expensive. Bus stops have no benches or enclosures. Put a little money into the stops!
- 9/24/2013** Vary bus size and frequency of particular routes; don't like seeing empty buses run and don't want to wait. And RUN LATER; can't bus from SPC/Gibbs campus to Fossil Park after 9:00. GO PSTA!!!

Date	COMMENT RESPONSE
9/24/2013	I came from the most populous county in NY - Suffolk County - 1.7M residents who has been struggling with this issue for many years, much like Pinellas County but hasn't really come up with a viable solution. There is a commuter railroad that takes commuters from Suffolk County to NYC, but the rest of the solution uses buses as the county doesn't have the right of way available nor the expensive cost to build a light rail type system. As for where do people want to go ?? - Beaches, Major city centers including from Tarpon to St. Pete. As far as the Trop - forget it - it may not even be there when this system is finally built. I can't see any other option for me other than always having to use my car! Consider bus based trolley routes that are flexible and can move with a mobile workforce.
9/24/2013	Bus and trolley type services is the key!
9/24/2013	I've heard empty buses thrown around a few times tonight... I ride and rarely - yes RARELY get a seat. I don't want more people on buses, we need more buses to handle the crowds.
9/24/2013	Thanks for voicing part of my question, but I am VERY curious about the STOPS.
1/24/2014	Improve/expand sidewalks: Bus stops must improve route info at bus stations. ie.) Williams Park bus station needs a kiosk with visual route maps! More people will use this system if it is readable.
	While that idea may sound good initially, it does raise the cost of establishing the bus service, and I've been on buses with those kinds of turnouts, and motorists will not slow down or yield to buses that have their turn signals on to move back into traffic lanes, despite laws even being passed about it! Furthermore, buses will be using the service drives along US-19 when the improvement project is finished, and the service drives have lower speed limits anyway. There's no need to waste money to build cutouts for buses when there are more than two lanes of traffic to drive in. Smart drivers will stay out of the right hand lane to avoid extra stopping for city buses and motorists turning right on or off highways and main roads when there are two or more lanes available to travel in.
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Before we bring judgements on the size of buses to use, bear in mind that just because a bus may only have 3 passengers on it at the beginning of the line, and then maybe end up with only 4 at the end of the line, does not mean that the bus only picked up one passenger. Buses makes several stops enroute, and can be running with a full house for several stops in the mid point areas of its trip. Just because the entire PSTA AVERAGES 8 passengers per bus does not mean that every bus will not see more than 8 passengers max on each of its individual trips. I've been on buses riding from end point to end point and have seen a full house at times along the line where drivers just couldn't bring on any more additional passengers for safety reasons and left bike riders and the handicapped stranded to wait for the next bus. Each and EVERY route, and individual run must be carefully analyzed BEFORE a decision is made to reduce the size of the bus being used! PSTA DOES have buses of different sizes and seating capacities. Critics that don't realize this obviously have no clue because they either have NEVER rode any of PSTA's buses, or only have rode an average of less than one or two times per year at best. The better bus services listen to the needs of its riders and users, not its critics!
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Steve I agree with you and 'As Stated' in my original post, the PSTA has the 'DATA' of EVERY PASSENGER getting on the bus and where. I am asking that they take a closer look at their ridership and the time of day when surges occur. If, as you said, in the middle of the route there is a constant increase for 6-8 miles... They could just run a second 'Small' bus just doing the 6-8 mile loop! And please do not assume that I don't ride buses
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Are you saying that it makes sense to run big buses all day to accommodate the rush hour crowds? Restaurants do not have a full staff during the off hours. Maybe PSTA could have a mix of buses - big ones when they are needed, small ones when big ones are inefficient and wasteful. How many full buses do you see between 9 AM and 4 PM? Between 6 PM and whenever they stop running? How many full buses do you see leaving Williams Park at 5 PM, the supposed rush hour?
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: In comparing the bus service to a restaurant, it's like as if I was running a truck stop with one, and relegate my customers to eat in one small area, or tell them to dine in a trailer outside the door during prime time hours. Would you do the same to your family when a bunch of them and other unexpected guests came over for Thanksgiving dinner? Let's see how many of them would be willing to come to dinner at your place again.
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: I don't think smaller buses are the answer because once we make the bus system kickass, more people will use it.

## Bus

Date	COMMENT RESPONSE
11/18/2014	Grid system, not hub & spoke, and more smaller buses: For convenience and appeal to riders, more frequent buses running on a grid system dramatically shortens the wait for a bus to arrive, and the time to destination. Smaller buses would cost less to buy and operate, offer more flexibility, and pollute less. Operating more buses costs more because of the extra drivers. A monthly or yearly bus pass good for all rides might be helpful in funding the service, and would also enable data collection and analysis that could further improve the service.

Comment Count from Bus theme(s): 59

## Bus, Accessibility

Date	COMMENT RESPONSE
9/24/2013	Will you provide buses for people who don't have a car?
9/24/2013	Also been wondering why so many bus stops - esp. on main highways - have no shelter or seating?
9/24/2013	Carol, all new stops HAVE to be ADA compliant, meantime PSTA is spending a few million/year to retrofit older stops.
1/24/2014	Improve access at bus stops, such as more sidewalks connecting to the bus stop: While many seniors will continue to be cared for in nursing homes and assisted living facilities, many more will want to stay in the home where they raised their children and use home health aids instead. So also analyze allocating more funding to smaller buses with flexible routes that reach them where they currently live. Safety and security along bus routes needs to be more fully addressed as well--increases in service times alone likely won't be enough to get seniors used to the idea of using buses if they were used to going everywhere by car.
1/24/2014	Other (Provide your choice in the Comments): How about a Senior Shuttle. Certainly PSTA can use smaller shuttle buses similar to what hotels provide to get Seniors around. Just some routes scheduled a few days a week may be enough to help them get around.
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: K.G. you're forgetting that these vans are NOT handicapped accessible and do not have to be because unlike public operators, they are private, and don't have to meet ADA Standards, so forget it. I've been on PSTA buses where wheelchair passengers were left behind at bus stops due to a lack of space for them, in other words BOTH handicapped spaces were occupied. Doing everything on the cheap is not always the best, and it even goes with road building projects, too. That's like building a new road with narrow lanes and not widening or banking curves so vehicles can safely pass each other. Some empty buses may be deadheading between route end points or going to/from the service garage to start/end days. It's obvious that you have done very little riding on public transit or you would agree with me so why should we look to non-riders to answer decisions on how to run a public transit company?
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Phillip M i'm going to give you a chance to give me a positive break here: I drive bus voluntary at Our Savior Lutheran Church and school once in a while, and we have two buses, both equal in length, with different interior arrangements. one bus is equiped with a handicap lift and sits 18 passengers with room for two handicaps, and the other has seating for 25 passengers. Don't you think this would be the ideal bus size that PSTA should consider ordering?
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Steve C... Yes that is perfect AND... If & When PSTA produces the data we are looking for, it would tell us when and where those in wheelchairs get on and off the bus as they would require the Driver's Attention. We could even find out when Bicycles get loaded and unloaded... ... Elsie G... If & When we make the bus system kickass... Then we could add more OR larger buses. How often and where are you using the bus system?
12/3/2014	bus service along 62nd ave between 49st and 66strn.: we need badly needed bus service along 62nd ave n between 49st and 66st n because 54ave n is too far south and park blvd is too far north.taxi service is too expensive for people on low income.

Comment Count from Bus, Accessibility theme(s): 9

## Bus, Affordability/Cost

COMMENT  
RESPONSE

Date

- 11/14/2012 Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach.
- 11/17/2014 **CHANGE YOUR THINKING ABOUT BUS SIZE!** For NOW & TOMORROW it is NOT about the Roadways but the Busses themselves! Check your ridership data... Some routes during most hours would be better served by a smaller 18-24 passenger bus like the ones used by Shuttle Service's, Assisted Living Facility's, etc. You could buy 3 of them for the price of one Big Bus. Maintenance would be less, Tires & parts would be less, fuel would be less, wear & tear on the roadways would be less etc. Just like the big bus they could also carry bicycles... If a Honda Civic can carry three bikes on a rack... In MAJOR Cities using rail lines like NY, DC, Chicago & LA, during NON-Rush Hour times, they use less rail cars to save MONEY... PSTA Goes ALL Out with ONLY 2 or 3 Riders on the Bus for Hours at a time. THINK OUTSIDE THE BUS and save taxpayers money, more comfort for riders, easier driving for the Drivers, more space on our roadways. YOU HAVE THE DATA, USE IT!!!
- 11/17/2014 Comment on **CHANGE YOUR THINKING ABOUT BUS SIZE!**: I couldn't agree with you more. Seeing large passenger count buses with 2-3 riders is a just waste of money. It would be less costly to provide taxi vouchers than continue to run empty or near empty buses. Size buses appropriately or if ridership doesn't warrant service on certain routes, eliminate them altogether. If this were a private service, they'd be bankrupt!
- 11/17/2014 Comment on **CHANGE YOUR THINKING ABOUT BUS SIZE!**: Very good ideas, Phillip M. Thanks!  
I am amazed that anyone can figure out a way to justify an average bus occupancy of 8 riders on a 58 passenger bus that cost \$650,000 plus the attendant maintenance, operating, labor and overhead costs.  
That would be the same as justifying the purchase of a \$81,250 car for a single rider to get back and forth to work and all the attendant expenses that go along with it.
- 11/17/2014 Comment on **CHANGE YOUR THINKING ABOUT BUS SIZE!**: Maybe not using buses in most cases is also a solution. When I worked in Brooklyn, there were plenty of "City" buses, but usually the best ride was by a private service known as the Dollar Ride. Initially illegal, but eventually were licensed filled a need. These were vans with bench seats that only charged a dollar for a ride and was quicker, cheaper and more efficient than taking the bus. The driver would stop when you asked, pick up passengers (if there was room) when they were flagged down more or less like a taxi, and were much more comfortable too. Maybe the PSTA should look at using Vans during off peak times allowing customers to flag it down to stop for pickups and let the driver know when you need to get off. Seemed to work quite well. No reason why something very similar can't work here!
- 11/17/2014 Comment on Grid system, not hub & spoke, and more smaller buses: Very good suggestions and new management would implement most if not all of your ideas. A fare increase would likely be necessary to offset the slightly higher costs, additional riders would also help.  
Current management is stuck - all they can think of is more money. From taxpayers.
- 12/5/2014 Allow passengers with passes to use express lines: Part of PSTA's problem with low ridership on its express lines serving Tampa, 100X and 300X, are because riding these bus lines require complete payment of a separate fare and passes are not honored on them. This is unfair to pass holders, and they should be allowed to ride these buses for the difference of paying between the base fare and the express fare. Currently, the base fare is \$2, and the express fare on these buses is \$3. Pass riders ought to be able to ride for presentation of their pass and paying \$1 to make up the difference. Seniors and student who ride for half price, can pay the 50 cents to make up their difference. In essence, going across the bay would be like an additional "zone fare". Many other bus companies do this, why not us too?

Comment Count from Bus, Affordability/Cost theme(s): 7

## Bus, Bicycle Amenities

COMMENT  
RESPONSE

Date

- 11/17/2014 Comment on **CHANGE YOUR THINKING ABOUT BUS SIZE!**: There's NO Doubt Phillip M. that bike riders ARE using the buses! Numerous times that I have been on PSTA, there has been at least one bike rack in use, or if not both. I seldom see it empty, or if it, not for long, even when I drive my own vehicle around town. It's nice to have more options available, not fewer.
- 11/17/2014 Comment on **CHANGE YOUR THINKING ABOUT BUS SIZE!**: There's NO DOUBT Phillip M. that bicyclists are using the bus. Seldom do I see a bike rack empty whenever I ride or even see a PSTA bus while walking or driving around town, and if so, not for long. It's nice to have more travel options, not less!

Comment Count from Bus, Bicycle Amenities theme(s): 2

## Bus, Bike Lanes

Date	COMMENT RESPONSE
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9/11/2014 Shared bus and bike lanes would be a good addition. I do not agree with others that a bus lane contributes to more congestion. Adding more lanes creates more congestion.

Comment Count from Bus, Bike Lanes theme(s): 1

## Bus, Bike Lanes, Affordability/cost

Date	COMMENT RESPONSE
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10/30/2012 There are many things in our county that needs to be improved, such as bus transportation and more bike lanes. I would like for you all to reconsider how you are using our funds and see how you can improve these things without raising taxes.

Comment Count from Bus, Bike Lanes, Affordability/cost theme(s): 1

## Bus, Community needs

Date	COMMENT RESPONSE
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2/22/2013 Comment on: "Bus Stops with Swings!!" This idea is great. Would be a big help for mothers traveling with kids (and great for us big kids too).

9/24/2013 Bus problems.

9/24/2013 When will the system expand to include north Pinellas - North of the city of Clearwater?

9/24/2013 As Glen is saying, what about smaller vehicles for routes &/or times of day/night that fewer people might be using?

9/24/2013 Zach - I think they just said the routes will run more often... maybe the route they would use would run every 15 minutes - ask. Also, your folks might be eligible for medicaid service that's door-to-door.

11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Some smaller buses might be good for some routes, especially up in the north part of the county (where it looks like they already use the smaller buses), but wouldn't smaller buses be less useful during rush hours on most routes, when bus service is most valuable? Also, I remember last year there was video of how buses are used during the day in Pinellas, and in the middle of the route most seats were taken on the full sized bus and there were people standing in the aisles, even though on the ends of the routes there were fewer people. Wouldn't smaller buses also leave those people stranded on the busiest parts of those routes if it got full? As a business strategy this is probably like a restaurant, where it would need to be full at lunch and dinner to be successfull, but the rest of the day the dining room is not at capacity. You would not want to turn away customers during the time when most people want to eat.

12/5/2014 Comment on "NO new revenue" for transit canNOT be an option!: It will be simply devastating to Pinellas County if we cut current bus service. As it is, I find it incredible that you can't get to Tampa in less than an hour on the city buses. How can that be? Downtown St. Pete and downtown Tampa should be connected in a sensible way. There is a growing population of "average" people in St. Pete who choose not to own cars. These are young, creative and professional people who want options.

Comment Count from Bus, Community needs theme(s): 7

## Bus, Congestion

Date	COMMENT RESPONSE
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7/15/2014 I'd like to see all bus stops in Pinellas have cutouts so that the bus can pull out of the traffic lane to load and discharge passengers without causing traffic delays or contributing to a situation that can easily cause accidents. This will be safer for both bus passengers and drivers as well.

7/23/2014 Comment on "I'd like to see all bus stops in Pinellas have cutouts so that the bus can pull out of the traffic lane to load and discharge passengers without causing traffic delays or contributing to a situation that can easily cause accidents. This will be safer for both bus passengers and drivers as well.": That idea is half and half. Cutouts are not needed at bus stops where the bus is likely to be stopped for seconds to drop off or pick up passengers and go. The only place a cutout is needed where the bus needs to park are for layover zones. Cutouts are not needed on streets with 2 or more travel lanes. Smart drivers will stay out of the right hand lane when approaching transit buses. Aside from that, cutouts are a waste of money and invite safety problems from aggressive drivers who refuse to yield the right of way when they are supposed to.

Comment Count from Bus, Congestion theme(s): 2

## Bus, Construction Timing/Coordination

Date	COMMENT RESPONSE
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10/30/2012 I feel the busses should run later in order for the people who work late to get home and also to help avoid drunk drivers by giving them the option to take the bus. This is something I would be willing to possibly pay an additional penny for even though I do not use the bus system. I think if Pinellas County spent less money on putting cameras on stop lights and all the unnecessary road construction – they could use this money to fund better transportation. Also something needs to be done about the limited parking available at Clearwater Beach.

10/30/2012 More scheduled buses to be on time, I'd also like to have better bus drivers that make sure all the passengers are safe. It would be nice to have more routes and that way it doesn't take us a long time to get to our destination. The roadways construction needs to speed up so people driving have less accidents and also motivate people to ride bus or walk be more active.

Comment Count from Bus, Construction Timing/Coordination theme(s): 2

## Bus, Construction Timing/Coordination, Affordability/cost

Date	COMMENT RESPONSE
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10/30/2012 I feel that the bus could come later and more the one. I also feel the government should help pay for transportation. So it can take burdens off people that have less income, and come later for people that get off from work later.

Comment Count from Bus, Construction Timing/Coordination, Affordability/cost theme(s): 1

## Bus, Construction Timing/Coordination, Sidewalks

Date	COMMENT RESPONSE
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10/29/2012 a more effective transportations system would make life easier. The amount of unfinished projects on major corridors is very frustrating as is lack of an efficient bus system. The roads need repairs finished so the side roads and sidewalks could be repaired and maintained. Transportation between local destinations would be greatly improved and simplified.

Comment Count from Bus, Construction Timing/Coordination, Sidewalks theme(s): 1

## Bus, Economy

Date	COMMENT RESPONSE
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11/14/2014 Comment on "Express bus via US 19": Good Idea. This would be a start in the right direction. Also express buses to the beaches, hotels, museums, ball parks, downtowns, and all of the various events around the county where available parking is embarrassing.

Comment Count from Bus, Economy theme(s): 1

## Bus, Jobs

Date	COMMENT RESPONSE
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- 11/1/2012 there is too many people in this city who is limited from working certain shifts and these people depend on bus transportation. Can you please consider on expanding the bus schedules.
- 11/1/2012 I would like for the buses to run later. Because everyone don't have a car so they use the public buses. They need to get to work and home.
- 11/1/2012 I would like for the buses to go 24 hours 7 days a week, because there are people who need it to make a living, and other things like school.

Comment Count from Bus, Jobs theme(s): 3

## Bus, Multi-Modal, Transit

Date	COMMENT RESPONSE
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- 11/14/2012 Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." In Los Angeles, some of the things you mentioned are employed in BRT service, and it has been successful. Buses DO use the carpool lanes and certain lanes on streets in downtown Los Angeles are for buses only. Tampa Bay's three biggest problems with transportation are these: NO boats, NO trains, NO carpool lanes. We need more alternative modes, not more toll roads!

Comment Count from Bus, Multi-Modal, Transit theme(s): 1

## Bus, Rail

Date	COMMENT RESPONSE
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- 10/29/2012 We need mass transit system that is efficient, cost effective for commuters. A train or rail system would be ideal.
- 10/30/2012 Over the years I have noticed that one big problem we have in the Pinellas County area is our public transportation. Some ways I believe we can fix it is by possibly having a ("lane designated for buses") and or taxes. Also even coming up with a plan to start some sort of railway.
- 2/10/2013 PSTA takes the findings from the bus study and reduces expenses and overhead while addressing the needs of the community with the resources available. Some routes would be eliminated and yet one route, travelling from Downtown St Petersburg up 275 to 62nd Ave N, then cutting over to HW 19, then across to Gateway should be added. This route would then continue from Gateway over to East Bay and then to Downtown Clearwater. Let's then see how the ridership is on this route before we consider adding a light rail to follow this path.
- 1/12/2013 Comment on: "You say the ridership will be there if you build a light rail. Prove it! Schedule buses for the proposed train route( Clearwater to St. Pete). Lets see the ridership!! I say the buses can do the same route, better faster, cheaper!!! And most important you don't have to wait, PSTA can do it today not 20 years down the road." Buses are continually experiencing record breaking ridership highs, yet the system is still completely flawed and nowhere near convenient. I'd say demand is here. Let's put it into action, lessening the automobile dependency and creating transportation options for ALL residents!

Comment Count from Bus, Rail theme(s): 4

## Bus, Rail, Jobs

Date	COMMENT RESPONSE
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- 11/1/2012 I would like for you to improve the public transportation system. I am asking for more frequency on bus routes. Express service to get people to work on time without having to transfer two and three times to get there. The high speed rail will open up more jobs and allow people to get from city to city without having to drive their vehicles.

Comment Count from Bus, Rail, Jobs theme(s): 1

## Bus, Rail, Roads

<i>Date</i>	<i>COMMENT RESPONSE</i>
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11/1/2012	I would like to see improvements to our transportation system in Pinellas County by increasing the options we have including non-stop bus/train service to popular destinations, efficient use of funds for road repairs, and timely completion of transportation projects.
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Comment Count from Bus, Rail, Roads theme(s): 1

## Bus, Regional Travel

### COMMENT RESPONSE

- 11/1/2012** Transportation in Pinellas County could be greatly improved by improving our public bus system. It would be great to be able to ride the bus without multiple stops and transfers. It would also be beneficial to have a route from Pinellas to Hillsborough County. Possibly have a couple of pickup locations in Pinellas – centrally located where you could pick up your car. Less congestion and traffic from commute between counties.
- 5/27/2013** Comment on "Connected system w/travel options" idea: The biggest thing lacking in BOTH Pinellas and Hillsborough counties are bus lines with frequent service across the bay. PSTA and HARTline need to collaborate with each other to establish routes, and honor each others fare media, as well as establish express bus service for starters.
- 5/7/2013** Comment on "Connected system w/travel options" idea: Agreeing with comment that regional frequent transit service is lacking and that there is a need for regional fare media or reciprocity.
- 11/14/2012** Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." If it could be extended, PSTA route 60 ought to be serving Tampa Airport and run all the way to Clearwater BEACH. It would be an ideal bus route to run 24/7, and run every 15 minutes during the day, every half hour evenings and weekends/holidays, and hourly night owl service.
- 11/14/2012** Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." I travel from St Pete to Land o lakes and it takes nearly 4 hrs. It puts a damper on any business if there is not a place to stay overnight. To get over the bridge, takes great communication with those to support me taking the bus. It is expensive and limited. My family is in Brandon. To get from St Pete to Brandon, another 3 hrs. And only 4 options, two in one direction and two in the other. Painful, and begs for patience on the other side. Public Transport is a powerful tool. I have relied on it for nearly 6 yrs. The PSTA rte number 4 is my favorite rt. Every 15 min from 7 am to 10 pm.. That is service. Lets make all the routes that generous.
- 11/17/2014** Comment on Grid system, not hub & spoke, and more smaller buses: We can't get this done because we need a REGIONAL public transit agency, not several little companies broken down separately by counties or worse yet, individual cities. The problem is we have too many small governments that can't agree on how to run things right and in essence, that is actually creating more government, not less!
- 12/1/2014** Comment on Better lateral service in north county: I agree that there is a lack of east-west bus service. Actually, some of the existing lines ought to be extended to the edge of the county like out by Oldsmar or a route along FL 54 to Odessa and Lutz that could link up with HARTline. This why we really need to have a REGIONAL public transportation network. The small government concept of county-by-county and city-by-city is NOT working, and on the contrary creates more government, not less. PSTA, HARTlines, and Pasco Trainsit all need to be combined into a regional company to make things work right and open the door for much needed express bus routes.
- 12/1/2014** Comment on Better lateral service in north county: YES! All bus systems need to connect in a comprehensive way. I am floored that it is literally impossible to get to Bradenton from St. Pete even though there is bus service there. No connector? Ack! There should be express connectors between adjoining counties.
- 12/1/2014** Comment on Better lateral service in north county: Not only Bradenton, but another bus to Sun City to connect with HARTline on the southern end of Hillsborough County. Time for an 800X and 900X routes, respectively.
- 12/3/2014** Comment on Have new fareboxes work with SunPass accounts: Agree to make it easy to buy passes but not connected with SunPass. A rechargeable bus pass would be excellent. Better phone apps for recharging and seeing bus routes and when next bus is coming. In some cities, buses have GPS tracking to show exactly where they are.

## Bus, Regional Travel

*COMMENT*  
*RESPONSE*

*Date*

12/5/2014 Comment on "NO new revenue" for transit canNOT be an option!: PSTA should extend its route 60 into Tampa or to the TPA airport at the very least to link up with HARTline's 30 route. Not only would air travelers benefit, bike riders and beach goers at Ben T. Davis Beach and along the causeway would benefit from an additional source of travel. Speaking of airports, PSTA needs to restore service to PIE as well. The 300X line should make a stop there on its way between Tampa and St. Petersburg. Many bus stop locations on the 300Xline are not user friendly and need to be moved. PSTA bus lines serving Tampa should honor passes by allowing those passengers to pay only the difference, in cash, between the base fare and the premium fare they are charging. It would be like, I have day pass, I want to go to Tampa, and would only pay the additional \$1 that is above the base fare when I board the bus. The location for the bus stop on Ulmerton Rd. that is east of US 19 needs to be moved closer to US 19, the long walk is a disservice to connecting passengers. Better yet, why not have the 300X and the 100X make stops at all other regular PSTA bus stops instead of skipping about 3/4 of them?

Comment Count from Bus, Regional Travel theme(s): 11

## Bus, Regional Travel, Rail

*COMMENT*  
*RESPONSE*

*Date*

10/31/2012 There is a definite need to improve mass transit in Pinellas County. Transportation to the airport, transportation to sporting events Rays, Lightning, Bucs, transportation to a yearly outdoor festival etc.

Comment Count from Bus, Regional Travel, Rail theme(s): 1

- 11/14/2014 Comment on "Express bus via US 19": These are all good ideas. It would be great to separate the issue of light rail and express buses/improved bus system. I believe it will be easier to get express buses approved and funded than light rail. Express buses to beaches, downtown St Pete, airports, etc, would definitely increase your ridership and maybe even could come in the ballpark of paying for themselves. They would be a great start to handling the frustration of many of us who could and would ride public transport more often if there were more express routes. For me, express bus routes are the most important element of the Greenlight plan.
- 11/12/2014 Step by step rather than all at once: I think the public would be more accepting and gain confidence from successful implementation of a grid bus system first, before being asked to fund light rail as well. The additional sales tax is a hard sell, and using penny for Pinellas and other revenue would be accepted better. Last, it seems to me that twice as many buses of 1/2 the size of the current buses would offer better service. I realize that 1/2 size buses might cost more than 1/2 the cost of the big ones, and there is additional operating cost for the extra drivers needed.
- 11/12/2014 Comment on "Step by step rather than all at once": Guy H... I really don't think 'Twice' as many buses are even needed, just smaller buses. I have been told that buses have cameras on them and they all have time date stamps. I have also been informed that passengers getting on the bus must provide payment of some sort either by currency or bus pass... With BOTH of these in place and over a period of time, like weeks, months or even years, somebody, somewhere should be able to check a spreadsheet to see How Many passengers are on a bus and at What Times during the day. ... WOULD IT BE POSSIBLE for PSTA to 'Publish' this data so that we (the taxpayers) could see ACTUAL Ridership Numbers at different times during the day? IF there was heavy ridership on certain routes at specific times during the day, I see no problem in having TWO buses running together to 'Serve' the riders... But I do have a problem for having a big bus running to serve a dozen or less passengers. ... IF YOU were paying the bill to fly from Tampa to Atlanta for vacation, would You would not hire a 747 for yourself (unless you were Michelle O) The airlines use planes of various sizes depending upon how many seats they sell... Taxpayer Public Funded Transportation should do the same.
- 11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: I agree with Steve C., the 2% who actually utilize public transit should get together and meet with all of the individual agencies and tell them what they want and how much they are willing to pay for those services.  
The other 98% really do not know what they want and as long as they pay for it, they can have trains, buses, ferries, trolleys, bike paths, whatever they want.  
The 98% pay for their cars, trucks, road construction and maintenance, the 2% may want to pay for their own "transportation options." If they are really good, they may get 1% or maybe even 2% of the 98% to join them in their quest for a better way of life.  
Steve C., Please define a "successful transit company." Would that mean one in which riders pay for capital and operating costs? Or just operating costs? Or just a small % of operating costs, leaving the capital costs and majority of operating costs to be paid by taxpayers who do not use public transit? Just curious about the definition.
- 11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: "No reason why something very similar can't work here!" That is private enterprise actually providing a solution that makes sense. Unfortunately, most of the politicians around here seem to prefer the tax and spend concept. Buses and even better, trains, are huge black holes that politicians love to fill with taxpayers money - except they cannot be filled, they just get bigger and bigger.
- 11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Revamping bus size and fleet for its current uses overnight is easier said than done. Unfortunately, there is probably no funding available for new buses, or if there is, then we can try the smaller concept with the next new order that is placed. If we do go smaller, then there needs to be more bus lines, not less, as per your idea Phillip M. Saying three smaller vehicles can do what one large one can. Some bus fleets are stretched to the limit and they have to make do with what they currently have. It's not like they can wave a magic wand overnight and convert one large bus into three vans.

Comment Count from Bus, Revenue theme(s): 6

## Bus, Roads

Date	COMMENT RESPONSE
11/14/2012	Comment on: "Bus Rapid Transit: It is radically cheaper than light rail to launch and route can be adjusted if needed. It can also be replaced with light rail if volume later warranted. Finally, because it is so much cheaper to launch, it is a much easier project to start. The obvious places are Central Ave in St. Petersburg and Gulf to Bay Blvd to Clearwater Beach." The only practical way to enhance bus service in Pinellas County would be to take any road that is larger than two lanes and dedicate the right lane to Buses and right turns only. This would also encourage people on these congested roads to take the buses that are cruising past them.
11/27/2012	Comment on: "Consider installing special ramps or lanes to allow busses to bypass the busiest roads and intersections. As they are now, they aren't much better than our car since they have to sit and wait in traffic along with everybody else. This would make using the existing busses much faster." Maybe something similar to carpool / buss lanes used in Cali?
3/22/2013	designated bus lanes(HOV) at commuting times up and down the county
1/12/2013	Comment on: "You say the ridership will be there if you build a light rail. Prove it! Schedule buses for the proposed train route( Clearwater to St. Pete). Lets see the ridership!! I say the buses can do the same route, better faster, cheaper!!! And most important you don't have to wait, PSTA can do it today not 20 years down the road." That will work if it is NOT a HOT lane! HOV yes, carpools, vanpools, buses, and motorcycles, but NO SOV's (single occupant vehicles, which are more than 75% empty, far more than most buses, even if buses are less than half-empty). Why should we give privileges to those who insist on driving alone, and clog up the traffic?
7/15/2014	Worst roads are the ones on which empty PSTA buses travel:

Comment Count from Bus, Roads theme(s): 5

## Bus, Roads, Safety

Date	COMMENT RESPONSE
10/31/2012	1.Reliable bus system 2.Improved roads and widen 3.Pedestrian friendly and bicycle unfriendly

Comment Count from Bus, Roads, Safety theme(s): 1

## Bus, Roads, Taxis

Date	COMMENT RESPONSE
10/30/2012	I would like to see improvements with the bus system, cab service, and also road construction. 1st more bus routes, more hours of operation. 2nd road construction – more alerts, improved hours. 3rd cab service – fees are extremely high and more background checks and drug testing for operators, also more meter checking.

Comment Count from Bus, Roads, Taxis theme(s): 1

## Bus, Safety

Date	COMMENT RESPONSE
11/1/2012	My vision for the public transportation system is safety, comfort, punctual, and more around the clock service.
9/24/2013	I have never been to a major area where buses stop right in travel lanes like they do here. This creates a safety hazard and a traffic backup.  I would add making bus pull-offs/cut-outs at bus stops. Currently when a bus needs to pick up or discharge passengers, they stop in the traffic lane blocking traffic, causing congestion, and potentially increasing accidents. On some roads(i.e.: US-19) the speed limit in the lane the bus needs to stop is 55MPH. If there were a cut-out at the bus stop for the bus to pull out of the traffic lane it would make our streets safer for both bus riders and drivers.

Comment Count from Bus, Safety theme(s): 3

## Bus, Technology

COMMENT  
RESPONSE

Date

- 11/29/2012 I think most people who are new to buses are scared to "miss their stop". I think if a tablet was mounted on the buses so that riders could pre-request (queue) their stop after they boarded they may feel more comfortable riding. Also it would probably make it safer for bus drivers so there are not as many last minute stop requests. Also PSTA would be able to track riders getting on/off to better measure rider metrics and with the busses now with real time positioning all that would be needed is a custom app! All the stops have unique bus stop ID #'s already.

Comment Count from Bus, Technology theme(s): 1

## Bus, Transit

COMMENT  
RESPONSE

Date

- 11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Light rail is impractical, expensive to build, more expensive to sustain, and as is proposed does not serve the entire county. Light rail will disrupt existing traffic beyond how they are already disrupted with all the construction and "improvements" throughout the county. A bus-based system is flexible, easy to setup, inexpensive, and can be licensed to private bus companies that buy routes from the county - just like the airlines. More competition, lower fares, easy to change routes, NO DEPENDENCE ON THE TAXPAYER! Take a good look. Light rail will not be completed in my lifetime and We will all pay for it for the rest of our lives - there is a much better solution - think outside the box. We can do much better for our residents while reducing auto traffic on our roads - without light rail. This is an outmodes and outdated concept and needs to be designed during city planning stages, not after cities are built in the most densely populated county in the state. Better solution - buses.
- 5/13/2014 Consider Shuttle Buses: Shuttle bus services could be used for accessing various venues around the county as well as TIA, PIE, Hotels, and beaches. This would be a great alternative to using private vehicles. Shuttle bus services could in many cases be a partnership between the county and the venues that need to be reached by event attendees, tourists, and residents looking for alternative rides to such events. Corporations could partner with the county and PSTA as well to provide shuttles for getting employees to and from work. Setup several parking areas and take groups between home and work, home and event venues, airports and hotels, hotels and beaches, etc. This is a win-win for all!!

Comment Count from Bus, Transit theme(s): 2

## Bus, Transit, Regional Travel

COMMENT  
RESPONSE

Date

- 10/16/2013 More buses and more routes?: Can more buses and more routes be added to existing system so that more people could use them. With not enough buses to run the current routes frequently enough now, and not enough routes to cover the county, rider ship is not going to be used enough. We need this and the passenger rail system back. This county use to have it years ago. Now you have to take a bus to Orlando to catch a passenger train. What happened here? And to Lakeland's passenger rail service?

Comment Count from Bus, Transit, Regional Travel theme(s): 1

## Community needs

### COMMENT RESPONSE

Date

- 10/31/2012 Any transportation system must meet and satisfy the needs of the entire community. Not just the user.
- 5/1/2013 Comment on "At six alternative goals": Just another way of saying it.
- 2/26/2013 Comment on: "We need light rail and a bus system that works. It should not take 2 hours to go 11 miles- and that's why nobody rides the buses now." The Light Rail System for Pinellas as proposed is not a Light Rail System, rather it is a Commuter Rail System. This system will be costly to build, costly tickets, costly tax subsidies, minimal ridership, and take forever to build and cost at least 2x the amount budgeted. Don't get me wrong, I am in full support of a transportation system for Pinellas, but I am also realistic about my expectations for the as proposed outcome. There are many alternatives for transportation solutions. What the county needs is the imagination and courage to make the right choices for a 21st century solution. Look at the alternative modes of transportation and look at the geography and locations people need to commute to and apply an appropriately designed solution. Though light rail may be right for some municipalities, I do not believe it is the right solution for Pinellas. Many ideas presented are good, so please explore some of them as viable alternatives!
- 10/19/2012 Chihuly glass exhibit
- 10/10/2012 Tampa Bay waterfront in Downtown St. Petersburg
- 10/10/2012 Comment on: "Tampa Bay waterfront in Downtown St. Petersburg" The retail and sign of life near that area is impressive as well. Sitting outside eating some curry from The Moon Under Water while watching residents bike along and a couple riding the horse-drawn carriage during the evening makes you proud to be there and live there.
- 10/5/2012 Mud Wars
- 10/5/2012 Rays
- 10/5/2012 Safety Harbor
- 10/5/2012 Comment on: "Safety Harbor". Yes! I love Downtown Safety Harbor.
- 10/5/2012 St. Pete Beach
- 9/9/2012 Dunedin-the best little town in Pinellas! Lots to do and see and something going on every weekend.
- 12/18/2012 Shore Drive, in Oldsmar....you will get chills standing in the middle of this park. America's only real heroes...VETERANS
- 9/24/2013 Jeff, St Petersburg is such a major component of the transportation plan, and St Petersburg seems to be an anchor destination in all the maps of the plan. What do the people of St. Petersburg think about long-term transportation plans?
- (Jeff) I think what I hear the most is that we need to give the residents in the City, and the entire county, more options. At the moment people are dependent on cars to get them to where they work, to get them to recreation and to get them to places to eat. Having options other than an automobile, such as trolleys, light rail and buses, that could take people to destinations like Tropicana Field, the beaches or the airport, are the things that people are really interested in.

## Community needs

### COMMENT RESPONSE

Date

9/24/2013 From the blog Carolyn says: Pinellas hosted 4 ½ million overnight visitors last year, so how will this plan serve our number one industry? How will this plan impact tourism?

(Julie) I will never forget this: I was at Dunedin City Hall where there is a bus stop, and there was an older couple standing at the bus stop and they asked me when the bus was going to come. They were visitors who had never been to Florida before. I got a bus schedule for them and the wait was going to be an hour and a half. It was really clear to me that our folks that visit us have to get a car since they have no other way to get around here. The North Coastal Route Trolley partnered with Clearwater Beach and now people visiting Clearwater Beach can get in and out of that area. They can get away from the beach if they want. This plan will let people get to their hotel from Tampa International Airport or the St. Petersburg-Clearwater International Airport. They will be able to use a frequent bus, trolley or rail service to get to where they want to go. They will have access to Tropicana Field, the museums and all the downtown areas. The routes will run into the night and the weekend. (Len to Brad) And I understand that one of the most successful routes is the beach trolley, taking people back and forth to beach destinations. (Brad) We are building and developing that service the best that we can, but there isn't room for parking, and no way to expand parking. Tourists are using the Suncoast Beach Trolley that goes up Gulf Boulevard, and the Greenlight Pinellas plan expands that service.

9/24/2013 From the blog: How are you considering seniors and those of us who will become elderly in the next 10-20 years? What are some of the provisions built into the long-term transportation plan that are for senior citizens?

(Sarah) We also offer demand responsive service and flex service, which is able to deviate off the route and make more direct connections to individuals in certain communities. We are looking at our senior populations and getting input from those individuals as to what they see their needs are. Some of that involves land use, meaning looking at providing services in the communities where individuals live so there isn't so much of a demand for transportation trips. We are looking at a number of ways that will let people age in place, and still be viable in the community in terms of getting around. (Len) That is so important because I have an elderly mother who had to give up her car. Now she has family driving her around, but a bus stopping in front of her condo would be ideal. (Brad) What I've heard about that is that we, on average, outlive our ability to drive by seven years. How will we get around when we get older? (Julie) Florida has such a high concentration of people 65 and older. I just went through the same thing with my parents. They weren't able to drive but just because someone can't drive doesn't mean they are disabled and can't walk or take transit. Being able to get on transit, having ADA compliant transit or having transportation that pulls up to your door like the flex service is a huge advantage to the senior population.

9/24/2013 Isn't true that PSTA has many studies that say light rail will not in Pinellas because we have too people going too many places?

9/24/2013 If you live in a city, a rail system is useful, if you live anywhere else in the county, it will not be useful to those of us who do not live in a city.

Comment Count from Community needs theme(s): 18

## Community needs, Accessibility

### COMMENT RESPONSE

Date

9/24/2013 My parents continue to drive into their 80s and they are FRIGHTENING on the road... but my parents' bus route with PSTA only runs every hour, they won't use that.

2/19/2014 neighborhood walking tours: I would enjoy walking guides published for local towns. I'm old fashioned and prefer a map, but I imagine there could be an app for this as well. Planned routes with interesting sites along the way including places to stop for a rest. Incorporate city and county parks in the maps.

Comment Count from Community needs, Accessibility theme(s): 2

## Community needs, Bike Lanes

### COMMENT RESPONSE

Date

8/5/2013 Comment on "Less distance between home and work/activities": Agreed! I think a physical barrier is what a bicyclist need. Much like downtown St. Pete has where the trail enters downtown on 1st Ave S. Maybe your destination/business should take up the responsibility of "better" bicycle parking. Much like business have parking garages/lots. Not sure if the county needs more bike racks, but maybe business needs to embrace bicycles more. The county could subsidise "better" bicycle parking maybe instead of manage it directly.

Comment Count from Community needs, Bike Lanes theme(s): 1

## Community needs, Enhancements

Date	COMMENT RESPONSE
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5/1/2013 "At six alternative goals, there is too much pigeon holing" idea: A single unifying goal, perhaps a "mission," is needed, as follows:  
"To construct, manage, and efficiently operate a systematically integrated transportation network." I have the impression that this unifying statement exceeds the sum of the six alternative goals currently proposed.

Comment Count from Community needs, Enhancements theme(s): 1

## Community needs, Revenue

Date	COMMENT RESPONSE
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11/1/2012 I would like to see better transportation in St. Petersburg/Pinellas County. I love that we live in a clean state; however, I feel like some of the money that is used to put palm trees up everywhere can be used toward better transportation.

Comment Count from Community needs, Revenue theme(s): 1

## Community needs, Transit

Date	COMMENT RESPONSE
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9/24/2013 Think about it, and when you really think about, a rail solution doesn't work - unless it's within a city or from city to city. If you live in Pinellas, outside of these areas, you will always need a vehicle to get around.

Comment Count from Community needs, Transit theme(s): 1

## Congestion

Date	COMMENT RESPONSE
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10/31/2012 I would like to see less traffic on the roadway of St. Petersburg. And it is my feeling that if we improve the flow of traffic it will cut down on congestion which will make travel time shorter

6/5/2013 "Enhances quality of life" idea: reduce time and aggravation of DRIVING to work

11/27/2012 Area in and around gandy/park boulevard and US 19 intersection. Major congestion occurs here, especially at the lunch and certain other times of the day. Traffic on the ramps can back up, making it hard reaching restaurants and the movies.

5/2/2014 Comment on "How about Metromover or Sky Train?": Couldn't agree more. As far as LA goes - it's still at a standstill!

5/10/2014 It Doesn't: I live a mile from where I work and ride my bike or walk, so traffic congestion is not a problem for my work commute. In regards to other destinations, traveling east-west in the Clearwater area is an issue.

5/14/2014 Restrict commercial truck travel during rush hour: Enact commercial travel restrictions during peak hours on major roads such as 19, 275 and Ulmerton Rd. Tuesdays are especially clogged with trucks that could be off the roads from 7-9 AM and 5-7 PM.

Comment Count from Congestion theme(s): 6

## Congestion, Affordability/Cost, Transit

COMMENT  
RESPONSE

Date

5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": KG, we are LAND-LOCKED! Just like San Francisco and New York's Manhattan Island, and face serious transportation problems if we do not follow their model. The US 19 project is way behind and over budget, and I wonder how they got the money to accelerate the project. Too many states and localities are racing to step up orange barrels and get road repair projects under way before the Highway Trust Fund goes broke. I won't be surprised if it happens while congress is on their summer recess, and some projects, including US19 may not get their federal money because there will be too much competition for it. You can cut ALL funding for public transit and the Highway Trust Fund will still be broke. Face it, the fuel taxes are going up and there is NO ESCAPE! Drivers don't like to pay tolls and the technology for VMT is too intrusive on privacy rights. The big lie about the so-called "Penny for Pinellas" which was originally sold as a public transit and bike paths proposal when in reality, the lion's share of the funds went to construct more roads. Greenlight for Pinellas will truly make sure that transit funding is not hijacked for road construction like it is now. Instead of barking about the funding of transit projects, which are pennies compared to the bankrupt toll road projects. No toll road has ever paid for itself and the tolls were only taken off after an earmark. The veterans Expressway was to have been paid off in five years with tolls, and they are still collecting the money. Now toll roads are getting creative with sneaky fees they add on with the expensive intrusive technology to make more money to line the pockets of their bankrupt investors. I just recently drove a new section of the Selmon Expressway and got a bill for \$.75 for a toll that was only \$2.25-HIGHWAY ROBBERY! The toll road did nothing to relieve traffic congestion on I-4.

Comment Count from Congestion, Affordability/Cost, Transit theme(s): 1

## Congestion, Roads

COMMENT  
RESPONSE

Date

11/15/2012 During certain times of the day, it's impossible or very difficult to turn or go straight from Park onto Gulf to Bay, or go straight into the Clearwater Mall. There's so much traffic that cars end up idling in the middle of the intersection while traffic lights turn from red to green and then back to red again. I don't know what a viable solution is, but something needs to change on this stretch of Gulf to Bay.

[Forwarded comment to City of Clearwater](#)

11/15/2012 Comment on: "During certain times of the day, it's impossible or very difficult to turn or go straight from Park onto Gulf to Bay, or go straight into the Clearwater Mall. There's so much traffic that cars end up idling in the middle of the intersection while traffic lights turn from red to green and then back to red again. I don't know what a viable solution is, but something needs to change on this stretch of Gulf to Bay." Also turning east from Old Coachman Road onto Gulf to Bay (at the Home Depot intersection) has the same problem as Clearwater Mall

Comment Count from Congestion, Roads theme(s): 2

## Congestion, Roads, Traffic Law Enforcement

COMMENT  
RESPONSE

Date

5/2/2014 Comment on "How about Metromover or Sky Train?": Half of the congestion problems on the freeways in the large cities are the insane laws restricting trucks to the two right hand lanes. Where does most of the traffic flow on and off highways from? If big trucks were allowed to use the left hand lanes, traffic would flow a little easier on and off freeways. but no, the "I can't drive 55" crowd does not realize they are making a dangerous situation when you have two lanes going slow on the right, and two faster lanes on the left restricted to car use only. That's why truck drivers refer I-285 as "Suicide circle" in Atlanta. But as for rail, people movers and skytrains are fine for small scale circulators, but not when you have a distance like Clearwater to St. Petersburg, they become more expensive. The current CSX line would be perfect for light rail because its route is almost as straight as an arrow between the two. There is NO highway or road that comes close to that. Have you ever rode PSTA's 18 or 52 lines between the two cities? It takes an eternity practically. Light rail could probably run it about 45 minutes, roughly equivalent to driving time when traffic is good! Going with too much stuff that is the next closest thing to being sci-fi is not going to work; many of those people mover concepts are slow movers and have had technological flaws. the only system built Bottom line is we would not be in this terrible transportation mess if the toll roads were never built in the first place, and without an impact report on the environment or the economy, thank former Governor Jeb for that.. That same money should have been spent on improving and expanding public transit services instead. By the way, the ONLY reason why the rail service may not have reduced congestion was primarily due to the massive growth. Without it, Los Angeles traffic would be at a standstill for most of the day.

Comment Count from Congestion, Roads, Traffic Law Enforcement theme(s): 1

## Congestion, Transit

<i>Date</i>	<i>COMMENT RESPONSE</i>
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7/15/2014	Comment on "Worst roads are the ones on which empty PSTA buses travel": I forgot to laugh at the cartoon. Some of those buses may be on deadhead run back to the yard. Just because you THINK, does not mean it IS! On the contrary, too many people driving alone, and they insist they MUST, are what is plugging up the traffic! The percentage of empty buses to empty cars on the roads is relatively low. It would even be further lower if public transit had some decent funding. I'll even bet more trucks have two or more occupants in them at a better rate than most automobiles, too.
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Comment Count from Congestion, Transit theme(s): 1

## Construction Timing/Coordination

Date	COMMENT RESPONSE
10/30/2012	As a pizza delivery driver, I can say the traffic is a negative factor in my work experience. I plan my days that I don't work based on what time of day it is, so I can avoid the traffic delays. If our infrastructure funds were used more efficiently, the completion of our roads would be complete at a quicker rate. Whether we have to hire more people to work, or buy higher quality resources, it needs to be done
10/30/2012	I would like to see the construction get completed and left alone. I feel like there is continuous change in traffic and ways to get places because of the constant construction on major roadways
10/30/2012	The transportation in our county could be improved by decreasing the all of the construction that is happening at one time. This makes it difficult for people to choose a route for a daily basis. Having to constantly know which roads are closed and where detours are can be very frustrating and confusing for not only the people in the area, but tourists and travelers as well.
10/30/2012	I would like to see the US 19 project come to completion. It seems as though it's been going on for ages. Also would like to see more reliable and frequent bus transportation in relation to US19. For the past 5 years I have commuted from Clearwater to either Pinellas Park or St. Petersburg and this road affects me greatly.
10/31/2012	We need more communication between our cities on when road work will be done and start having deadlines to when road work will be finished before the next city starts a project.
10/31/2012	Get construction done, widen the busier roads, get some people that know what they are doing and figure out what is better for St. Pete
10/31/2012	Pinellas County is already overgrown and our communities are fighting for control of their funds. Before adding more money to a halting traffic problem, I suggest you coordinate the needs of each community with the possible "fixes" to the traffic flow issues. Have a uniform system of pedestrian ways that are marked the same way throughout the county. Have the agencies work together to schedule construction, traffic flow between communities needs to be coordinated. Coordinate the communities!
11/1/2012	My number one priority to improve transportation would be to finish construction projects in a timely fashion. The consistent lingering of current projects is a major factor in the traffic problems that are currently affecting the area.
9/24/2013	<p>Sarah, how long will it all take? We're looking at this vision of the future that will take many years to realize. Will it ever come to fruition? Will it change along the way?</p> <p>(Sarah) Certainly in terms of our plans we are looking many years out because going from concept to implementation for projects takes a number of years. Our plan goes out beyond twenty years because we are planning out to the year 2040. Because of the revenue streams, we don't always have the money up front to do what we want to do so we look at a phasing plan according to priorities. A number of things go into the prioritization. The plan is a long-range plan and a long-range vision. Let's look at rail and BRT as an example. In the early years of the plan, we would look at significant expansion of the bus network. We may be looking at rail around 2020. The plan goes out to 2040 so we'd look at phasing all projects including highway and trails projects based on revenue streams. Sometimes it's just the time required to complete a project. The US 19 project in the Clearwater area started in 2009, and its scheduled completion date is in 2014. Many of the more complex projects just take a long time to build. This was some of the feedback we received in doing our outreach. A big part of educating the public is informing them that it does take a very long time to complete these projects.</p>
9/24/2013	How will you fit all of the construction? There's already too much construction. How will that impact us?
9/24/2013	Abdul - US19 took so long because they didn't have the money to fix it all at once. FDOT takes forever!!
11/1/2012	To improve the transportation system in Pinellas County my first priority would be to coordinate the road improvements more expeditiously.

Not Required

Comment Count from Construction Timing/Coordination theme(s): 12

## Construction Timing/Coordination, Accountability, Bike Lanes

*Date* *COMMENT*  
*RESPONSE*

10/29/2012 I think that there should be only one construction project started at a time. When one is completed then ground should be broke on another project. That way only one road is down at a time, and people can start to see progress from their money. Larger bike lanes to keep bikes out of traffic.

Comment Count from Construction Timing/Coordination, Accountability, Bike Lanes theme(s): 1

## Construction Timing/Coordination, Accountability, Bus

*Date* *COMMENT*  
*RESPONSE*

10/31/2012 1.Complete all road construction and improvement projects ASAP  
2.In the future, utilize your resources to tackle one project at a time in order to complete it rapidly and then move on to the next one  
3.No more taxes for transportation – no rail!  
4.Undertake a project to organize PSTA to:  
a)Publicize schedules and stick with them  
b)Make the schedules easy to use  
c)Utilize smaller, more efficient buses during off peak lines  
d)Study a revision of routes to cover a greater part of the population  
e)The PSTA buses are a necessity!

Comment Count from Construction Timing/Coordination, Accountability, Bus theme(s): 1

## Construction Timing/Coordination, Bike Lanes, Enforcement

*Date* *COMMENT*  
*RESPONSE*

10/29/2012 1.Please speed up construction – how about working at night, cooler for workers – safer for everyone  
2.Keep bike riders off the road – provide a separate lane for them  
3.Increase police patrol to enforce laws of the road

Comment Count from Construction Timing/Coordination, Bike Lanes, Enforcement theme(s): 1

## Construction Timing/Coordination, Bus

*Date* *COMMENT*  
*RESPONSE*

10/30/2012 y concerns stem from the numerous road constructions going on consecutively as well as much needed improvement with our transit system.  
I feel there is so much road construction at this time that in order for me to stay sane I should utilize PSTA. My concerns with PSTA is the time of operation.

Comment Count from Construction Timing/Coordination, Bus theme(s): 1

## Construction Timing/Coordination, Rail

*Date* *COMMENT*  
*RESPONSE*

9/24/2013 You say the light rail will be running in 2023 and is 24 miles long. How can you build that so much faster than US19?

Comment Count from Construction Timing/Coordination, Rail theme(s): 1

## Construction Timing/Coordination, Roads

*Date* *COMMENT*  
*RESPONSE*

10/29/2012 -Finish the construction, quicker  
-Invest in the roads  
-Study traffic flows to see where improvements can be made  
-QUICKER way to Clearwater Beach

Comment Count from Construction Timing/Coordination, Roads theme(s): 1

## Construction Timing/Coordination, Sidewalks, Bus

Date	COMMENT RESPONSE
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- 10/30/2012 I would love to see the improvements done to our major roads in a more timely fashion. And to also put the bicyclist back on the sidewalks and not in the streets. Also please come up with a plan to extend the public transportation hours to make it more accessible for those who work later hours.

Comment Count from Construction Timing/Coordination, Sidewalks, Bus theme(s): 1

## Construction Timing/Coordination, Signal Timing, Bike Lanes

Date	COMMENT RESPONSE
------	---------------------

- 11/1/2012 To improve transportation in Pinellas County: Finish road projects timely, synchronize traffic lights for a more continuous traffic flow, widen bike lanes to include moped and increase bicycle education, and add sidewalks to major streets

Comment Count from Construction Timing/Coordination, Signal Timing, Bike Lanes theme(s): 1

## Crosswalks, Safety

Date	COMMENT RESPONSE
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- 3/22/2013 CR 694 - This school zone needs those bright LED flashing crosswalk signs. And also it has school zone "start" signs but not the "ending" ones, so how is a driver to know when the zone ends?

It could also use those flashing lighted school zone signs, the school is off such a main road i'm not sure why it does not have these already. I have seen schools on neighborhood back roads with better signage.

- 12/11/2012 It's hard enough crossing a busy intersection anywhere on US 19 or another busy road. Ones that pedestrians have to cross 8 lanes of traffic to get across. So it's just another challenge when the driver turning right neglects to yield when your crossing and either you jump out of the way or unfortunately get hit. Having more intersections that make it illegal to turn right when the light is red would make it way safer for both pedestrians and drivers.

- 7/11/2014 Countdown signals for crosswalks with traffic signals. They are a helpful aid for motorists to prepare for a light change and make a safe stop.

Comment Count from Crosswalks, Safety theme(s): 3

## Crosswalks, Safety, Congestion

Date	COMMENT RESPONSE
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- 12/11/2012 Comment on: "It's hard enough crossing a busy intersection anywhere on US 19 or another busy road. Ones that pedestrians have to cross 8 lanes of traffic to get across. So it's just another challenge when the driver turning right neglects to yield when your crossing and either you jump out of the way or unfortunately get hit. Having more intersections that make it illegal to turn right when the light is red would make it way safer for both pedestrians and drivers." What would then be done in response to heavier traffic congestion at certain intersections? Especially depending on the time of day, that would certainly be something that would add to, not help alleviate, that issue.

Comment Count from Crosswalks, Safety, Congestion theme(s): 1

## Crosswalks, Signal Timing, Safety

Date	COMMENT RESPONSE
------	---------------------

- 8/5/2013 Bike Lanes: Provide "talking" signals with pushbuttons for the blind to more easily and safely use crosswalks; and provide sufficient signal time at crosswalks to permit slow walkers to comfortably cross.

Comment Count from Crosswalks, Signal Timing, Safety theme(s): 1

## Crosswalks, Trail, Safety

COMMENT  
RESPONSE

Date

- 11/28/2012 Traffic Signal at Alt. 19 and Florida Ave in Palm Harbor. This intersection is dangerous for pedestrians (both children crossing Alt 19 to go to schools in the area, and others crossing Alt 19 to go to downtown Palm Harbor. In addition, it is difficult for vehicles pulling onto Alt. 19 from Florida Ave. and from Georgia Ave. just to the south. Finally, the Pinellas Trail also crosses both Florida Ave and Georgia Ave at these intersections, and bicycles NEVER stop, even though cars turning into Georgia from Alt. 19 have the right of way, which is another safety problem. I suggest closing off Georgia Ave. so that it does not intersect with Alt. 19, placing a traffic signal with pedestrian crossing at Alt. 19 and Florida Ave., and making the bicycle stop signs more visible on the Pinellas trail where it intersects with Florida Ave.

Comment Count from Crosswalks, Trail, Safety theme(s): 1

## Demographics, Accessibility, Transit Oriented Development

COMMENT  
RESPONSE

Date

- 1/8/2014 assure that current residents living in proposed corridors are not: current residents in those corridors affected by transit should not be displaced by rising rental rates. Mechanisms should be in place to have rental caps and affordable housing for current low income core riders of the transit system. I recommend PSTA and developers look into studies that show what the consequences of Transit Rich Neighborhoods do to residents and core transit riders. The Dukakis Center for Urban and Regional Policy published a study in 2010 in regards to maintaining diversity in transit-rich neighborhoods.

Comment Count from Demographics, Accessibility, Transit Oriented Development theme(s): 1

## Economy, Bike Lanes

COMMENT  
RESPONSE

Date

- 11/19/2014 Comment on "Trails are not enough": [http://www.theguardian.com/lifeandstyle/2014/nov/12/europes-cycling-economy-has-created-650000-jobs?CMP=share\\_btn\\_tw&utm\\_content=buffer6d713&utm\\_medium=social&utm\\_source=twitter.com&utm\\_campaign=buffer](http://www.theguardian.com/lifeandstyle/2014/nov/12/europes-cycling-economy-has-created-650000-jobs?CMP=share_btn_tw&utm_content=buffer6d713&utm_medium=social&utm_source=twitter.com&utm_campaign=buffer) |

Comment Count from Economy, Bike Lanes theme(s): 1

## Economy, Multi-Modal

COMMENT  
RESPONSE

Date

- 11/1/2012 Lets see Pinellas County in tune with the rest of progressive counties in the USA – improve our transportation.

Comment Count from Economy, Multi-Modal theme(s): 1

## Economy, Regional Travel

COMMENT  
RESPONSE

Date

- 10/29/2013 Connect Regions and Create Quality Places: The Tampa Bay area economy needs to connect to the economies in other regions through a mix of infrastructure types (roads, rail, air and port). Some goods are more efficiently moved by port (bulk imports from countries we don't share a border with), others by rail (bulk goods from other states or regions) and others by air (finished goods). Roads between cities, ports, and airports should be used efficiently to get goods to final customer via trucking. This can be accomplished by investing in light rail and BRT for cities within close proximity (St. Pete, Clearwater and Tampa) and rapid rail between regions (Tampa Bay and Orlando) so stress on highways is reduced for the trucking industry. Everyone gets what they need quicker, cheaper and less time stuck in traffic. This also helps us to attract and retain talented folks—our city streets can focus on being safe and interesting to people walking and biking instead of just being a place people drive through on their way somewhere else.

Comment Count from Economy, Regional Travel theme(s): 1

## Enter Category

COMMENT  
RESPONSE

Date

- 9/24/2013 Why haven't politicians...Pinellas County is flat. It could have been put in earlier. Now we only have roads.

Comment Count from Enter Category theme(s): 1

## Freight, Technology, Transit

COMMENT  
RESPONSE

Date

- 10/29/2013 Comment on "Optional, Not Required, Auto Ownership": Keeping waterborne transportation in mind is an excellent thought. I've mentioned elsewhere, think in terms of the year 2113. With clever planning (that pretty much eliminates the politicians), trucks could be phased out and freight cars phased in, linked between the passenger trams in a good light rail system. The whole thing could be automated, with manufacturing plants loading a freight tram, locking it and positioning it for pickup by the system...the unit would automatically detect the approach of the train, activate itself, and hook up. The system would know where to drop it off, no humans involved.

Comment Count from Freight, Technology, Transit theme(s): 1

## Growth/Land Use

COMMENT  
RESPONSE

Date

- 9/24/2013 You know we got a surprise with the last census where we saw that the population of Pinellas County, instead of rising as predicted, actually declined a little bit. What can we expect 10-20 years from now? Where will the population of Pinellas County be in 10 or 20 years?

(Sarah) We are looking at that trend changing a little bit. What we were experiencing over the past few years was the change in the economy. We lost a lot of construction jobs in the State of Florida, and it was particularly bad here in Pinellas County at an inopportune time during the census. We are already seeing that trend come around and are looking at growth in employment and population.

- 9/24/2013 Brad, you mentioned the word density. It's not a dirty word and if done right, can it be beneficial to the economy and the quality of life in Pinellas County?

Brad) Yes, if you plan for it ahead of time and put it where it can be handled and not develop where we want to preserve our neighborhoods where people want to live in single-family homes. Before I came here, I worked in Charlotte. They passed a sales tax in 1998. Fifteen years later the people who voted for it are riding light rail. Their kids are riding rail, and they are staying in that city. They used to move away, but now they are moving back. How is Pinellas County going to compete with other areas without a transportation system that can get our kids to move back to Pinellas County? (Len) It's funny talking to people, everybody wants to turn the clock back to whenever it was that they moved to Pinellas County and you just can't do that. You have to look to the future. (Sarah) To add to that, I've observed over the past year particularly in St Petersburg the number of multi-family projects underway like apartments and townhomes. We can see the demand there for new residential units. We can see the trends changing already in major projects throughout the region.

- 2/5/2014 Increase density, require connectivity and allow mixed uses: Develop county wide model land development regulations and best practices that show how Pinellas County can retrofit typical suburban development into walkable neighborhoods.

- 2/11/2014 Comment on "Redevelop with density": Consider your average block in the area. That is, go to Google Maps and find two adjacent streets and two adjacent avenues. Remove the homes, and replace them all with a mini-condo. Suddenly, the 'park area' is doubled, and access and safety are improved.

Comment Count from Growth/Land Use theme(s): 4

## Growth/Land Use, Multi-Modal, Parking

COMMENT  
RESPONSE

Date

- 2/11/2014 Comment on "Redevelop with density": Removing homes may be difficult. There's something called "eminent domain" and use of it is easier said than done when trying to replace existing housing with something else. That may work well in areas that need urban redevelopment where numerous buildings, storefronts, and homes have been shuttered for a long time. We need to get away from a "Cars first" mentality if this to be done right. Parking lots do NOT move people and take up too much land space. Building a private garage contained in itself for each condo would be more practical, along with buses, trolleys, and light rail as an alternative transportation option. Let's not forget bicycle lockers, too.

Comment Count from Growth/Land Use, Multi-Modal, Parking theme(s): 1

## Growth/Land Use, Parking, Rail

COMMENT  
RESPONSE

Date

- 2/11/2014 Redevelop with density: Increase density patterns in focused areas and provide the amenities for living: multi-family housing, grocery, restaurants, service businesses--and, parking. The people that will choose to live in these areas will still need to venture out to jobs--hopefully, via light rail in some cases, but other cases it will still be the automobile.

Comment Count from Growth/Land Use, Parking, Rail theme(s): 1

## Growth/Land Use, Rail, Transit Oriented Development

*Date* *COMMENT*  
*RESPONSE*

- 11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Finally, if you are looking at rail transit from the perspective of how it will operate within the current environment, you are looking at it from the wrong perspective. Light rail is the type of infrastructure investment that has the power to alter the pattern of development. If built, it will reshape Pinellas County. The neighborhoods along the rail corridors will likely become more dense and active. Development will focus along sidewalks and transit stations instead of along 8 lane roadways. Commercial centers will focus at the stations (points of access to the system) much as they have done along the interstates. It will take time for this change in development to occur.

Comment Count from Growth/Land Use, Rail, Transit Oriented Development theme(s): 1

## Growth/Land Use, Transit Oriented Development

*Date* *COMMENT*  
*RESPONSE*

- 11/28/2012 Pinellas county has a very strange layout. Often visitors are confused as to where the good neighborhoods are, where the business is, where the shopping. The diversity is what makes the area great but getting around without a seasoned local is difficult.  
We need to define and encourage our shopping districts and corridors. We need to connect them with one another. Connect downtown with central avenue, the beaches, 4th street, tyronne mall, and other large shopping districts. This is your weekend transportation.  
We also need your weekday transportation. We need to connect neighborhoods with business districts.  
By isolating these two patterns of local travel and the areas we need to get to and from we can create the best and most efficient transportation system.
- 11/28/2012 Comment on: "Pinellas county has a very strange layout. Often visitors are confused as to where the good neighborhoods are, where the business is, where the shopping. The diversity is what makes the area great but getting around without a seasoned local is difficult.  
We need to define and encourage our shopping districts and corridors. We need to connect them with one another. Connect downtown with central avenue, the beaches, 4th street, tyronne mall, and other large shopping districts. This is your weekend transportation.  
We also need your weekday transportation. We need to connect neighborhoods with business districts.  
By isolating these two patterns of local travel and the areas we need to get to and from we can create the best and most efficient transportation system." Nice idea, but how do we do something like that?
- 9/10/2013 It would be wonderful...: I wonder if there is enough need for more retail when we have so many strip malls that have vacancies. But I love the idea.
- 10/29/2013 urbanizing the suburbs! re-zone and light rail: high density residential/commercial areas with development concentrated around light rail stations.

Comment Count from Growth/Land Use, Transit Oriented Development theme(s): 4

## Jobs

*Date* *COMMENT*  
*RESPONSE*

- 7/23/2013 "Encourages a strong economy" idea: we need multiple modes of transportation to attract viable employers to the area.
- 9/24/2013 From the phone Charlie asks: How will this plan impact the economy for south St Petersburg, especially the midtown area?  
Jeff) It really is going to help. It will help the entire county. The needs of each community's workers are being factored into the plan. Whether they work in hospitality on the beach or they work in the Gateway Area, everything is being factored into the bus network and supporting network to get you to where you need to go with whatever mode of transportation we can use to get you there.

Comment Count from Jobs theme(s): 2

## Jobs, Economy

Date	COMMENT RESPONSE
11/15/2012	Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Scrap it. the unions will get in volved they'll strike and bankrupt us all.
11/15/2012	Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." You're putting the cart before the horse. Roads and Airports are built with union labor, too, so the subject of unions is irrelevant to this topic.

Comment Count from Jobs, Economy theme(s): 2

- 5/24/2013** "The Rail Station would be a transportation connection point" idea: People using the rail station need to get to and from the location. That means provision for bus connections, taxis, bike and bike rental, and auto/van connections which include free parking and ride sharing opportunities.
- 5/27/2013** Comment on "The Rail Station would be a transportation connection point" idea: It would cost much to build the light rail line in Clearwater to circle around the Park Street terminal. Also, in St. Petersburg, beyond the south end of the CSX line, restore the tracks past Tropicana Field and have them continue on the waterfront in St. Petersburg to connect with a ferry terminal that would have boat service to Tampa.
- 11/16/2012** Intermodal Transportation Hub at site of new Rays Stadium. A new stadium is an inevitability. The success of said stadium is contingent upon a well planned public transportation system strategically linked to the facility.
- 3/22/2013** Comment on: "Since it's much more cost effective than busses we should focus on some initial rail lines for some popular long runs like across the bay area bridges. When the time comes to refurb the 275 bridge it shouldn't take much extra money to add a rail line or two to the project and would be an excellent long term investment in mass transit for our area." I think we need to keep our limited resources within Pinellas County at first. They can take one of the existing car lanes away (or add a new lane) and turn it into bus and multi-occupancy car lanes. I have read that people pay extra in some parts of Florida and other states to use these lanes. What a great way to help generate some additional money for the replacement.
- 11/27/2012** Atlanta seems to have some good alternatives for dealing with their transportation issues. A combination of light rail, express bus and local buses seems to work well for them.
- 4/16/2013** The entire Tampa Bay area would benefit from a ferry service running between downtown St. Petersburg and downtown Tampa. This works great between Manhattan and Staten Island in New York and there are several water taxi services from Hoboken NJ to Manhattan. This would allow easy commuting to Work, Cultural and Sporting Events, Museums, Convention Centers, Tourism, etc. Just think of the convenience to ride a ferry and not have to drive between these 2 great cities. It would be easy to establish a ferry terminal in each city within walking distance or a short shuttle bus ride away from all major downtown events in each city. Since we have such favorable weather most of the time, this would be in service almost year round (without the freezing cold from the north).
- 11/15/2012** I drive my car from home (St. Pete) to work (Clearwater). I tried taking the bus once, but it took about 2 1/2 hours so I haven't again, just takes too much time and too many transfers. I also drive my car for errands where I buy heavy or bulky goods like groceries. But I live in Old NE in St. Pete so for leisure, entertainment or window shopping I can walk to the parks, Beach Drive, downtown, etc. I've also taken the trolley that runs downtown between the Grand Central District and the Pier. I prefer walking when it is practical (not raining out) and I'm not pressed for time.
- 11/16/2012** Johnny Cab
- 11/17/2012** Comment on: "Self-driven taxis operated by public and private enterprises could help reduce the need for parking spaces in a city, for privately-owned vehicles, and for buses. They could also eliminate the need for light or high-speed rails. But if the latter already exist, then the self-driven vehicles would facilitate access to mass transportation and increase their use." A Johnny Cab! (Total Recall) - Cool idea but I think were still years away.
- 9/24/2013** What is the MPO planning long-term for transportation in Pinellas County?
- (Sarah) Transportation means different things for different people. It includes signalization on major roadways, and we are looking at better coordination of traffic signals to improve the progression of our roadway projects. The MPO is also looking at sidewalks, trails and major expansion of several roadways in order to move not only people but also goods. We are looking at large projects on our interstates and large scale improvements on US 19 extending to the Pasco County line. We are also looking at different types of transit service county-wide depending on the specific needs of each community, recognizing that it is not a "one size fits all" situation. Transit services being considered include Flex Service, express service in Southern Pinellas County and a light rail option for the county. (Len) I know you are also looking at pedestrian and bicycle traffic within the County as well. (Sarah) Yes, most residents and visitors are familiar with the Pinellas Trail that runs along the western portion of the county. We've prioritized creating a loop around the entire county with potential routes along the Progress Energy easement with E-W connections. We are also looking at connections to our schools, parks and universities.

## Multi-Modal

### COMMENT RESPONSE

Date

- 9/24/2013 We have to have a public transportation system that accommodates the public, every aspect of the public and one aspect of the public are people that are bicycling in Pinellas County. We love it when people leave their cars in the garage and take their bikes to work or shopping. From the blog Lynn asks: What about BRT and light rail carrying bicycles? How will it accommodate bicycle riders?
- (Jeff) We do that now. Every one of our buses has a bike rack on it, and it's one of the fastest growing populations within our system. When they get to work they take their bike off and ride them from the bus stop. They're full all the time so we've had to put bike racks at every shelter now. Integrating that with the Pinellas Trail and the county-wide network of bike paths and trails gives people options. We are planning to allow people to ride to their bus, bring their bike, take it to a light rail station and have their bike with them. We are also looking at bike sharing and car sharing programs that give people options they need to get around the county.
- 9/24/2013 Was recently in Spain. Their transportation was great! All kinds of options. Scooters or no vehicles. Why can't Florida do the same thing?
- 9/24/2013 Been in the military 13 years in Europe and there was no place I needed a car there.

Comment Count from Multi-Modal theme(s): 13

## Multi-Modal, Growth/Land Use

### COMMENT RESPONSE

Date

- 11/25/2012 Portland, Ore: They have the best set up as a city goes, light in all directions, N,S,E,W etc. Street cars downtown, rail connections to the airport. I think that we should also incorporate a ferry system, between Tampa, and St.Pete, Sarasota area's! I feel that we should also go into the actual communities and talk to the people about this. I'm soooooooo glad this forum was created because, I have a lot of ideals that could really help this project!!! I also want to say this for the record; The southside of St. Petersburg is very badly run down, empty lot's, just really bad in up keep overall!!! I would like to see the light rail connection reach the southern tip of the county as well!!! It would make for an interchange, to an express bus across the Skyway. I feel that inner urban areas of this city need to see that project's like this benefit not just their community, but the entire county of Pinellas. I understand that there is an a lot ideas floating around for you all to decide on, but please take some of my idea's if you can, and make something happen! I've said that we needed an light rail system, since I was 15 years old! I hope that the people of the county understand that, our future generations need to be able to progress into tomorrow!

Comment Count from Multi-Modal, Growth/Land Use theme(s): 1

## Multi-Modal, Rail

### COMMENT RESPONSE

Date

- 1/22/2013 Looking at the geography needed to be served. It would be very difficult, take long to build, and very be costly to consider any permanent fixed modes of transportation such as the widely touted light rail proposals. To seriously consider light rail, the two counties involved should give serious consideration to sharing existing CSX, Amtrak, and other existing rail facilities. A public/private partnership would result in the best result. Rail could then be used for connector rides between main urban and business areas with CNG buses for the local solution. The best solution for Pinellas would be the re-use of the old Pinellas Trail route. The Pinellas trail is the perfect route for Pinellas County and spans the length of the county. With the right-of way already in place, costs and time-to-build would be greatly reduced. The sacrifice here would be the existing recreational use of the trail, but the public must choose between recreational use and a viable transportation system. Some other possible solutions is leasing county bus routes to private bus companies creating competitive fares and transport vehicles for the market it serves. A monorail down US19? Obviously, bus hubs would need to be identified and fares would need to be affordable. Bicycle rentals using the zipcar rental model or even free use within a fixed geographic area, especially for downtown areas are also possible solutions for short trips. Our elected officials just need to get creative and think outside the box to solve this 21st Century issue with 21st Century ideas and solutions! Maybe a contest would uncover and introduce some creative ideas from the public?

Comment Count from Multi-Modal, Rail theme(s): 1

## Multi-Modal, Rail, Bus

### COMMENT RESPONSE

Date

- 11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." All in favor of what is mentioned above. That would be a really great intermodal connection of the light rail could serve both airports, with bus service to the north side of Pinellas County over the Bayside bridge.

Comment Count from Multi-Modal, Rail, Bus theme(s): 1

## Multi-Modal, Roads

COMMENT  
RESPONSE

Date

8/5/2013 Auto travel lanes with lower speed limits: This isn't exactly a "complete streets" idea in the strictest sense, but it is similar. The concept has been applied in various cities around the US. The concept is called Freeways to Boulevards. It's about "downgrading" limited access highways to regular boulevards. Usually they are done in a way that is pedestrian friendly (if not oriented). The Embarcadero is a classic example. It is now a stylish urban thoroughfare which facilitates pedestrians and public transport -- the streetcars. While at the same time it is still a thoroughfare for motorists. An even better example, is Octavia Boulevard. They really did a great job there. The previous Central Freeway cut off both sides of a former neighborhood, and the new boulevard really opened up and reconnected the community, and created a new shopping district. In 10 or 20 years, I think it should be considered for various major thoroughfares in Tampa Bay as a whole. Especially ones in urban areas. <http://www.cnu.org/highways>

Comment Count from Multi-Modal, Roads theme(s): 1

## Multi-Modal, Safety

COMMENT  
RESPONSE

Date

9/24/2013 From the blog: The Pinellas County/Hillsborough County area is notoriously tough on pedestrians and bicyclists. A lot of cars, pedestrians and bicyclists and sometimes they don't mix with the best results. With the new mass transit system that you envision, how will the safety of cyclists and pedestrians fit into the new plan?

(Jeff) It's a priority to the county to change the reputation regarding the number of pedestrian and bicycle fatalities we have. And you can see it throughout the county with enhanced crosswalks, countdown signals, and crosswalk flashing beacons. The more we get people out trying to walk and ride their bikes, the higher the awareness. It gives us the opportunity to slow people down and allow for pedestrian activity on roadways so they aren't raceways on all the corridors in the city. We want to identify those that should be slower corridors that are more bicycle and pedestrian friendly and which ones are the more auto-oriented, faster travel corridors. (Len) I see that today there are more crossing signals and bike lanes.

Comment Count from Multi-Modal, Safety theme(s): 1

## Multi-Modal, Transit

COMMENT  
RESPONSE

Date

11/15/2012 Most of my life has been spent living in Western States cities like Denver, Salt Lake City, Portland and Seattle so what I like most about the transportation in those cities is choice. They have adequate roadways if you prefer car travel, but also have mass transit, safe bike lanes and sidewalks. Depending on the time involved, cost of gas, etc. you can decide which way you want to travel. For example, in Salt Lake City when I went to a Jazz basketball game I just got on the light rail and took it to downtown so I didn't have to worry about paying for parking (or the headache of getting out of the game the same time as everyone else). What is most frustrating about living in Pinellas County is that quick mass transit isn't even an option, and often safe bike lanes and sidewalks aren't either. Since our taxes pay for all these ways to travel, it would be nice to have more options.

Comment Count from Multi-Modal, Transit theme(s): 1

## Multi-Modal, Transit, Congestion

COMMENT  
RESPONSE

Date

5/2/2014 Comment on "Implement and support all ride sharing services and apps": John B. finding the right match for a rideshare is not as easy as you think it is, and never will be. You are often at mercy of the schedule of whomever holds the keys to drive the vehicle. Fewer people carpool than ride public transit, so your comments regarding the minority of transit users is moot. My bottom line is that the more options available, be it ridesharing, public transit, or any non-motorized form of transportation should be an additional option. Too many people driving alone is what is clogging up the traffic, especially those who are part of the Sammy Hagar "I can't drive 55" crowd. Actually, LOWER speed limits could help relieve traffic congestion since less following distance will be required between vehicles. This will allow roads to accommodate more vehicles and negate the need to borrow megabillions of dollars to build expensive new toll roads and toll lanes that will never pay for themselves. Every last one of them has never met their toll collection goals and the debts to pay of those roads have been recycled several times over with time extensions all borrowed through foreign banks! If the tolls were taken off, where are the funds going to come from to pay for the debts, repairs, maintenance, and basic day-to-day needs like lighting and highway patrols? Don't forget to include INFLATION, which is the biggest reason why the highway trust fund is broke!

Comment Count from Multi-Modal, Transit, Congestion theme(s): 1

## Multi-Modal, Transit, Roads

Date	COMMENT RESPONSE
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5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": John B. I did NOT say I HATE cars! NOR did I say I LOVE public transit. BOTH are necessary for moving people around the greater Tampa Bay area. Unfortunately, our systems focus way too much on moving cars instead of people, and the alternatives could be better. Not all people are going to ride with you if you THINK that is the answer. This forum is about coming up with alternative ideas to solve transportation problems and implement as many of the solutions as we can. According to data from APTA, public transit ridership is at a record high, and not enough is being spent to meet the demands for more service, nor improve its infrastructure. The same goes for road and highways. That would be like me telling you that you want to impose more traffic restrictions on big trucks and FORCE us use the toll road just because we pay far more in tolls on account of vehicle size and weights. But the true culprit of traffic congestion is too many people driving alone and that is where the pressure is put on expensive roadway expansion. If tolls were indexed properly for cars it should be based on the day of the week and time of day based on traffic volume. Lower rates would apply at nights and on weekends, with higher toll rates during peak traffic commute hours and holidays. close to two -third of automobiles on our nations' roads and highways have less than two occupants in them. If most cars are built to seat four or five people, that's a dismal 20or 25 percent occupancy rate. Most buses and trains are doing far better than that, unless they are deadheading to and from the garage or the yard. Flat rates and discounts only exasperate the need for more building more roads along with foolishly raising speed limits, which means more vehicle space is needed for all traffic for increased following distances. The freeways are not intended to be a NASCAR track, but a convenience for the traveling public to use.

Comment Count from Multi-Modal, Transit, Roads theme(s): 1

## Multi-Modal, Transit, Transit Oriented Development

Date	COMMENT RESPONSE
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10/29/2013 Optional, Not Required, Auto Ownership: Invest in a combination of transportation types including streets, light rail and BRT. Guide funding to complete streets (priority pedestrians and cyclists) in neighborhoods and mixed use corridors. Guide funding to light rail and BRT along commercial corridors. Link cities and regions together with rapid rail and highways (priority for trucking). Build infrastructure for water taxis and ferries where routes are more efficient by water than land. Make auto ownership optional, not mandatory. Right now I pay more in a month on car ownership (car payment, insurance, gas and repairs) than I do on rent. I'd at least like the choice to stop spending so much on owning a car.

Comment Count from Multi-Modal, Transit, Transit Oriented Development theme(s): 1

## Park & Ride, Affordability/Cost

Date	COMMENT RESPONSE
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9/24/2013 So, you still need a car to get to the rail? Sounds like this will be more expensive than just driving. You still need a car!

Comment Count from Park & Ride, Affordability/Cost theme(s): 1

## Parking, Economy

Date	COMMENT RESPONSE
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1/31/2014 Provide More Free Parking: Free parking for bicycles, autos, and motorcycle will encourage residents and visitors to visit downtowns in Pinellas more frequently and spend more time and more money when they have easy access to these areas. The businesses and cultural sites in these areas will experience more foot traffic and higher volumes of customers and out of town visitors. All of the small towns in Pinellas will benefit if more and easier parking were available.

Comment Count from Parking, Economy theme(s): 1

## Parking, Enhancements

Date	COMMENT RESPONSE
------	---------------------

11/5/2013 Comment on "Remove Parking Requirements": Cut funding for parking requirements. Redirect our transportation solutions to moving people around, not how much space is needed for the conveyance and storage of automobiles.

Comment Count from Parking, Enhancements theme(s): 1

## Parking, Growth/Land Use

### COMMENT RESPONSE

Date

**10/29/2013** Remove Parking Requirements: Its been shown that developers will always include enough parking to serve the demand created. In most cases, municipal parking requirements actually force developers to build more parking than they otherwise would, which uses additional land, discourages redevelopment, and further encourages an automobile dominated city. (See High Cost of Free Parking, by Donald Shoup.)

**10/29/2013** Comment On "Removing Parking Requirements": In suburban settings (like most of Pinellas) developers frequently want to provide more parking than required by codes. Why? The auto is the only way their customers arrive at their business. If people also arrive to businesses by foot, bike and mass transit in numbers proportionate to cars then developers adjust parking spaces down. Otherwise they are justified in being freaked out that they are losing customers. So while Shoup argues that on street parking shouldn't be free (which is rational), an issue of equal magnitude here in (mostly) suburban Pinellas is the voluntary over abundance of off street surface parking provided by developers. The densities and intensities of development allowed in the county are spread out thinly across the county instead of being concentrated in regional and neighborhood activity centers. The auto allows all this, without it, the whole suburban development pattern falls apart.

Comment Count from Parking, Growth/Land Use theme(s): 2

## Parking, Growth/Land Use, Multi-Modal

### COMMENT RESPONSE

Date

**11/5/2013** Comment on "Remove Parking Requirements": We're in agreement on the high cost of free parking, my comment was intended to emphasize that in Pinellas County I've seen many developers respond to the market by providing excess parking (usually surface lots) because floor area ratios are .55 or under in the majority of the county. So removing parking minimums is a good idea, but without pairing it with other changes to land use regulations it likely won't result in a better urban form that addresses the needs of pedestrians and cyclists as well as motorists. Most of the parking requirements in codes are based on the ITE manual, which consists of data based on field observations in predominately suburban environments, therefore it completely ignores urban contexts that contain such revolutionary things as metered parking and people walking.

Comment Count from Parking, Growth/Land Use, Multi-Modal theme(s): 1

## Parking, Multi-Modal, Enhancements

### COMMENT RESPONSE

Date

**8/5/2013** Shops & restaurants closer to street: Convenient off-street parking, of course, makes for a more complete street scene. But a more complete street scene would usually not provide a better highway for through traffic. Efforts to create a more complete street scene in Pinellas County are therefore more useful when applied to city streets rather than state highways or county roads..

Comment Count from Parking, Multi-Modal, Enhancements theme(s): 1

## Parking, Transit Oriented Development

### COMMENT RESPONSE

Date

**11/5/2013** Comment on "Remove Parking Requirements": And they can continue to do so even without code requirements. The point of removing them is to enable flexibility. If you remove the requirements and enable alternate modes of transportation, developers/landowners will have the freedom to do what they wish with extra land. The effect wouldn't be seen over the whole county, but when and where premium transit options become available, it enables the conversion of existing centers (which rely heavily on parking) to increased intensity for TOD by sacrificing surface lots.

Comment Count from Parking, Transit Oriented Development theme(s): 1

- 10/31/2012 Overall I'm ok with my form of transportation. I would be in favor of rail transit that would go to Orlando as I probably would use that instead of driving. My only complaint at this time are the numerous delays on so many of our roads. I prefer to drive my car because of the nature of my daily activities
- 11/1/2012 The transportation system could be vastly improved via high-speed railroad system as long as the French National Railroad Company is not allowed to bid either in FL or CA \$80 B because it profited by its eager collaboration with the Nazis by transporting 450,000 Fr. Jews to Auschwitz
- 5/28/2013 Comment on "Widen Pinellas Trail for Rail" idea: I think it would require a lot of support columns to elevate a rail above the trail and the result will not be pleasing to look at. Seems more realistic to put people above the heavier object (in this case the rail).
- 5/7/2013 Comment on "Widen the Pinellas Trail for Rail" idea: Build the rail over the trail. The money saved on right-of-way acquisition can be used to elevate the rail. It would be a boon to laces like downtowns of Largo, Dunedin and Tarpon Springs, as it would provide direct connecions to downtowns of Clearwater and St. Petersburg.
- 5/7/2013 Comment on "Widen Pinellas Trail for Rail" idea: Widening the Pinellas Trail isn't necessary to accommodate a rail transportation system. There is a solution for a rail system that can be built over the Pinellas Trail and be powered by SOLAR POWER! This would reduce the cost to operate while keeping the trail available for bicycle and pedestrian users. This idea of a SOLAR POWERED Rail had been proposed as a solution earlier in this forum. It is by far the most innovative proposed solution I have seen! Furthermore, it will service all Pinellas Residents from North to South and pass through Tarpon Springs, Palm Harbor, Clearwater, Dunedin and onward to St. Pete. From a terminal at Comment on "Widen the Pinellas Trail for Rail" idea: St.Pete, a connection to Downtown Tampa and to TIA could be made. The MPO and County Commission should further explore and consider this as a viable solution!
- 5/5/2013 "Professional Riders" idea: Create a business section of the rail for individuals going to work with the following available; Wi-Fi, cleaner seats for professionally dressed patrons, staff that will quickly clean the section (seats and floors) several times throughout the day, cameras to monitor patron behavior, well trained security.
- 5/17/2013 Comment on "professional riders" idea: I'm not sure why the whole system couldn't be clean and comfortable. Subways in NY, Wash DC, and Paris are. So too are the rail systems in Seattle.
- 6/24/2013 "Elevate Rail" idea: Elevete the rail above the Pinellas Trail. Designate stations close to bus routes. This could show off the beauty around our county.
- 7/28/2013 Comment on "Elevate Rail" idea: Elevating light rail would be appropriate in certain places where stopped trains may be a problem blocking streets at crossings. It does not need to be totally elevated.Building on the surface is the cheapest, but not always the best if safety is a factor or limited space is involved. In some cases, an elevated portion can enhance the view. Don't let NIMBY's make the decision because NIMBY1 doesn't want train riders looking down into his yard from an Comment on "Elevate Rail" idea: elevated system or NIMBY2 can't stand the noise and wants sound barriers built-perfect targets for graffiti artists-unnecessarily adding to the costs of building the system.
- 5/1/2013 Comment on "Professiona Riders": Amtrak has done this on their corridor operations, as "business class".
- 5/1/2013 Comment on "Professional riders": I'm not sure why the whole system couldn't be clean and comfortable. Subways in NY, Wash DC, and Paris are. So to are the rail systems in Seattle.
- 5/7/2013 Comment on "Professional riders": I would like to enhance the above statement. Make these amenities available on the ENTIRE train! Don't discriminate!!!
- 5/14/2013 Comment on "Professional Riders": In the spirit of creating an excellent transportation system in Florida, please allow everyone their own ideas, without attacking, thank you. It is not my intention to discriminate against any rider, however majority of the airplanes have first class riders willing to pay extra for these comforts, it is possible for the light rail system as well.

- 11/16/2012 Comment on: "The bulk of efforts should go toward 4 marque projects: 1) Complete the US 19 conversion to a limited access freeway from Pinellas Park north to the Pasco/Pinellas county line, as north county is in dire need of a north-south freeway for easier access to St. Pete and Tampa (and vice versa). 2) Complete the freeway connection from US19 to I-275 along 118th Avenue as this would create one contiguous stop-light-free route north-south through the county, which would do wonders for traffic and economic development; 3) Build light rail as proposed through the alternative analysis study recently completed and in coordination with efforts in Hillsborough County. The key to this really is the Pinellas/Hillsborough connection, as there is opportunity to connect all the region's major urban/employment centers all at once (downtown St. Pete, Gateway, downtown Clearwater, Westshore and downtown Tampa). 4) Implement Bus Rapid Transit and Express Buses along major corridors, particularly along Alternate US 19 from Downtown St. Pete to Tarpon Springs, as this would hit a number of downtowns (St. Pete, Seminole, Largo, Clearwater, Dunedin, Palm Harbor and Tarpon Springs), Ulmerton Road as it is a developing employment corridor, and 49th Street/McMullen Booth/East Lake Road to connect the residential areas to the north to the employment areas in the south of that corridor." Would be great if CSX permits use of their current rails from Oldsmar to Safety Harbor to Clearwater to Largo to Pinellas Park. Even though this permits rail travel at only 15 mph it would be a fun and easy method to travel for tourists and local folk. Just visited the Pinellas Park historical museum where there is a possible train depot. Too bad downtown Clearwater train depot was sold to Pinch a Penny owner and no longer exists. Fun that the tracks go through the Clearwater County Club. In Safety Harbor the tracks go through downtown and adjacent to the Whistle Stop restaurant.
- 11/9/2012 Comment on: "I would love to use mass transportation, but my commute from home to work would take about five hours to and from my job. I've used great mass transportation in New York, Boston, Chicago, Minneapolis and Atlanta that got where I wanted to go inexpensively and quickly. Light rail would have been the way to go. As a traveler, I felt good knowing that I could get around those cities without renting a car and driving on strange roads. In Minneapolis, light rail takes you to see the Twins and the Vikings and lets you shop at the biggest mall in the U.S. Let's attract more tourists by making this a destination where it's easy to get around without a rented car." I've also traveled to Minneapolis, several years ago, and was highly impressed with the light rail system there. It was well used, and as a visitor, allowed me to see the Twins or the Mall, in one fell swoop! Great suggestion!
- 11/29/2012 Comment on: "Getting from Pinellas to Hillsborough County shouldn't be so difficult. We need a public ferry connection from St. Pete to Tampa. Bus service should be more frequent and run later into the evenings. Ultimately, a light rail connection." Again, we need to invest in the alternative modes, not more new roads. Every toll road project has been a big financial bust from the start. Not a one of them anywhere in the nation has done any good to provide traffic congestion relief nor paid off its debt. In most cases, ridership on most light rail systems has far exceeded the original expectations for ridership and brought prosperity to urban renewal in communities where people want to live close by shopping, entertainment, education, convention centers, medical facilities, and be able to make good intermodal connections. Saying "no" to these public transit alternatives is NOT going to solve the problem!
- 2/26/2013 Comment on: "We need light rail and a bus system that works. It should not take 2 hours to go 11 miles- and that's why nobody rides the buses now." It's time the county get together with PSTA and CSX to consider making the rail line between Clearwater and St. Petersburg a multi-use rail line where PSTA could run light rail during the day and CSX could use the line for freight operations at night. Many cities in California have done this with much success. The line could continue south to Tropicana Field and then on to the Pier in St. Petersburg to meet up with ferry boat service. I also favor the proposal for lines from both St. Petersburg and Clearwater to the Gateway area and over a rebuilt Howard Franklin Bridge to Tampa. It's important that the light rail line serve Clearwater/St. Petersburg (PIE) Airport, as more airports are including rail to improve a community's intermodal connections. Rail is a great way to move our elderly retired residents and our tourists. Depending on cars and buses only was a big failure during the recent GOP convention last year. Let's not repeat that on the long term.
- 2/26/2013 Comment on: "We need light rail and a bus system that works. It should not take 2 hours to go 11 miles- and that's why nobody rides the buses now." Light Rail and increased bus service is slated to hit the ballot next November. Talk to your neighbors and friends over the next year so that everybody becomes aware of the tremendous benefit this would be to our community.
- 11/28/2012 Granted we are not big enough for a massive light rail system like Chicago. However, a small light rail system that hits the proper targets a lot like Vancouver would work great. Start with connecting Downtown, Clearwater airport, the beaches, and Clearwater. After this if it's successful we can expand to the shopping districts.

- 11/28/2012 Comment on: "Granted we are not big enough for a massive light rail system like Chicago. However, a small light rail system that hits the proper targets a lot like Vancouver would work great. Start with connecting Downtown, Clearwater airport, the beaches, and Clearwater. After this if it's successful we can expand to the shopping districts." Starting some kind of rail line, with the best potential for drawing the most riders should be built first. This is what Los Angeles did as I used to live there and saw their rail system grow over the years to become one of the best in the nation now. All of the 20 largest Metros in the nation have a rail system to move their people around in. Tampa Bay will see Detroit pass the crown on to Tampa Bay for the largest metro with no local rail next year when commuter rail is restored there. Traffic was a nightmare here during the GOP convention, numerous buses I rode were running several minutes late, and traffic reminded me of how Los Angeles looked like before they had rail. Even communities much smaller than us like Charlotte, Norfolk, New Orleans, Pittsburgh, Cleveland, Portland, Seattle, and Salt Lake City have successful rail systems. Also, where rail displaces bus service, those buses can be redeployed to expand bus service on busy lines or where transit does not exist.
- 2/23/2013 Baltimore: Light rail connected airport to stadium and nearby hotels. Made for an enjoyable trip to watch the Rays play the O's
- 1/27/2013 The CSX freight line runs through Clearwater, Safety Harbor, etc. Please request that CSX add a passenger and bike car to this line.
- 1/27/2013 Comment on: "The CSX freight line runs through Clearwater, Safety Harbor, etc. Please request that CSX add a passenger and bike car to this line." What would be a big benefit to this is to obtain the rights to use the tracks for a smaller passenger rail to use. Whether by CXS or other private transit company leasing the rails for this service would better serve the needs of the communities the rail lines currently pass through. This would also avoid the need for "New and Expensive Construction" of a new light rail or other solution. The problem with rails are that they are permanent routes with no flexibility to change with the traveling workforce, new ball stadiums, etc. Many more workers are working from home than ever before, so that must also be considered when looking to the future.
- 1/27/2013 I have been taking the train from Tampa to Miami to visit my daughter. It is very comfortable and reasonably priced. There are outlets at each seat for electronics and a dining and club car for excellent meals at a reasonable cost.
- 1/27/2013 Comment on: "I have been taking the train from Tampa to Miami to visit my daughter. It is very comfortable and reasonably priced. There are outlets at each seat for electronics and a dining and club car for excellent meals at a reasonable cost." The current Amtrak route between Tampa and Miami needs to be upgraded to become a corridor operation. Unfortunately, Amtrak's chronic equipment shortages won't allow for this to happen. The demand no doubt is there with record ridership on its lone train serving the route. Congress needs to increase Amtrak's capital expenditures for more rolling stock.
- 9/24/2013 I hear this from folks, especially from people living in North County, what about people in North County? How will light rail benefit them?
- (Julie) That's where you have connections. We've talked a lot about Bus Rapid Transit (BRT). There will be a number of those routes from mid- to-north Pinellas. You'll be able to get onto the BRT route, get onto US 19, get on the light rail and go anywhere you want to go.
- 9/24/2013 Brad, are you looking at putting stations along I-275?
- (Brad) There are a couple of stations along I-275 that are proposed rail stations as you leave Downtown St. Petersburg and go past Tropicana Field. The light rail line goes along the I-275 alignment and there are a few stops that will be accessible by parking lots and pedestrian overpasses. Following the interstate, it will eventually go to Westshore and Tampa. (Len) I guess one of the challenges, because Pinellas County is so built out, is finding land for a linear transportation corridor? (Brad) That's the advantage of using some of the interstate corridor because the median is there. We're also taking advantage of some of the freight rail tracks, along the CSX corridor, in Downtown St. Petersburg and up in the Clearwater area.
- 9/24/2013 What is the progress from last time regarding the light rail? Specific details? Would a ferry be included in that or is that part of the port authority and something totally different?
- 9/24/2013 The rail system...many 24-hour businesses. I'm a cab driver.
- 9/24/2013 I would think that a rail system would be excellent. Strongly in favor of that. Depending on where the hub is of course but I would be in favor of that.
- 9/24/2013 Since light rail cannot be built on CSX railroad property, has PSTA talked to the businesses adjacent to the railroad about buying their properties? How much will this ROW acquisition cost?

## Rail

<i>Date</i>	<i>COMMENT RESPONSE</i>
9/24/2013	I support rail because our community will grow, jobs will expand along the rail route. In visiting other areas I have used public transportation, it's an easy way to get around.

Comment Count from Rail theme(s): 32

## Rail, Affordability/Cost

<i>Date</i>	<i>COMMENT RESPONSE</i>
11/3/2014	Comment on "Dual use trackage, passenger rail by day, freight at night": KG , we may not be on the same page on rail, but I'm strongly in favor of it. Lots of the cost overruns are due to the senseless lawsuits that naysayers will dream up anything to deliberately to delay the project, and then end up losing those lawsuits. Many suits simply get thrown out, and to those naysayers, thank you for wasting our tax money on court costs and attorneys instead of solving our commute problems. Some of those who are opposed need only speak for themselves on the waste of taxpayer money. How much of that money wasted on court costs could have been used to get the rail lines open ON TIME and within budget? That money could have been spent on buying more rail cars and buses and expansion of park-n-ride lots.

Comment Count from Rail, Affordability/Cost theme(s): 1

- 10/30/2012 Copy Atlanta's MARTA and put public transportation out to suburbs, then have a bus system that goes out from there to "neighborhood" entertainment areas. The Valley trolley is perfect. I know friends who don't drive and live on the beach and can do nightly trips to dining and music establishments which would bring in more dollars and business for them. Run the busses later at night so patrons and employees can safely get home. That would put more people on busses that are sometimes empty.
- 11/1/2012 please give modern and efficient transportation options mainly train, trolley, or express dedicated routes. Pay for it with sales tax, gas tax or a tax based on discretionary spending.
- 11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Buses do not work in an area that is as congested as Pinellas County. The only way that buses in Pinellas would work is through bus lanes only, reduction of stations, and the buses being allowed to change light signals that prevent them having to stop. Besides that, buses will face the same fate of being backed up in traffic from dawn to dusk. And it would be only a matter of time before residents complain how the buses changing the signals only backs up traffic more. And that whole process would defeat your argument that light rail is not flexible when a bus system like that would not be easily move to respect of changing demographics and population.
- Light rail is proven to be more of an economic engine than roads or buses. If buses can be privatized, why have I yet seen or heard of any company throwing the idea out to the commission? Because no private company will take up public transportation. What's next, making McMullen and US 19 toll roads? See how that pans out w/ residents.
- 2/26/2013 We need light rail and a bus system that works. It should not take 2 hours to go 11 miles- and that's why nobody rides the buses now.
- 1/12/2013 You say the ridership will be there if you build a light rail. Prove it! Schedule buses for the proposed train route( Clearwater to St. Pete). Lets see the ridership!! I say the buses can do the same route, better faster, cheaper!!! And most important you don't have to wait, PSTA can do it today not 20 years down the road.
- 1/12/2013 Comment on: "You say the ridership will be there if you build a light rail. Prove it! Schedule buses for the proposed train route( Clearwater to St. Pete). Lets see the ridership!! I say the buses can do the same route, better faster, cheaper!!! And most important you don't have to wait, PSTA can do it today not 20 years down the road." Most public transit systems that have added light rail had significant increases in their ridership overall. Bus routes running closely parallel to rail lines were either eliminated or had their routes adjusted to serve areas that were previously unable to serve without adding longer routing making some routes seem like an eternity to get some where. Buses displaced by light rail routes can be used to increase frequencies of bus service on other existing routes that need it the most, and add new routes to areas where transit service is in demand or where previously discontinued routes could be restored. This way transit will also help provide more jobs, and provide better connectivity for the entire system throughout. Look what Los Angeles did when they added commuter rail and light rail lines. Parking lots at stations were full, and they expanded their bus service, too.
- 3/22/2013 Comment on: "Request that CSX add a passenger car to the freight line for travel from Clearwater to Tampa" This line could be useful for a commuter rail service, like diesel powered DMU's that are in Austin, TX, between Tampa and Oldsmar. for starters. A light rail line would be useful as an extension of the St. Petersburg-Clearwater line to Oldsmar, where a transit hub could be built on the Pinellas/Hillsoboro county line with connecting bus service.
- 7/8/2014 No Trains on our roads, no dedicated bus lanes on our roads - both contribute to more congestion
- 7/9/2014 I agree wih John. Trains on the roads or even crossing roads contribute to more congestion. Dedicated bus lanes would also cause more congestions. Buses stopping in traffic cause congestion.
- 7/11/2014 Comment on "I agree wih John. Trains on the roads or even crossing roads contribute to more congestion. Dedicated bus lanes would also cause more congestions. Buses stopping in traffic cause congestion." Flyovers built for either the road or the rail line, which ever is the most practical at each intersection can eliminate the problem, be it rail over road or road over rail. Many cities have adopted this concept which is beneficial to both motorists and transit users and allows traffic to flow uninterrupted while also making a safety improvement. In a few cases, it may not be possible to do this because of environmental concerns, costs of construction, or an inconvenience for its use.

## Rail, Bus

### COMMENT RESPONSE

Date

7/29/2014 Rail lines anywhere in our streets will take a traffic lane (or two) away. Any locations where there are parallel tracks, two lanes will be taken. The Greenlight train will be routed on several busy streets in Clearwater, Largo, Pinellas Park and St. Petersburg, so taking a lane (or two) away will increase congestion. We have been informed that there will be 41 grade crossings between St. Petersburg and Clearwater. The rail cars have right-of-way, so traffic will be stopped when trains pass in either direction. These could be very frequent depending on the time of day. This should be an important part of any voters decision because the Greenlight train is 90% of the proposal. \$2.5 BILLION (90%) is for the train and only \$300 million (10%) for buses. Additional bus lanes and/or cutouts would be very expensive so don't count on either.

11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": CSX has repeatedly said they are not going to share their tracks with a passenger train. We are never going to have a train in Pinellas because there is no need or justification for the high cost/low benefit. If there were a need, why aren't there express buses from St. Pete to Clearwater?  
Is that due to no demand or is it due to gross mismanagement? After all, the average bus occupancy is 8 riders/bus, 27% less than the national average of 10.9, which is also very low. A standard bus has 50 spaces, 38 seats and 22 standing. That means the average PSTA bus has 50 empty spaces.  
Is that the result of no demand or gross mismanagement?

Comment Count from Rail, Bus theme(s): 12

## Rail, Bus, Accessibility

### COMMENT RESPONSE

Date

1/12/2013 When I go on vacation I drive my car or rent a car. The idea tourist are going to take a bus or train is lunacy to get to where they want to go. You think I am going to be able to get on a bus at a motel or hotel, that is not happening now or ever. Then you get on a bus, it will never take you right to your destination, the variables are just too many. The truth of the matter USA is auto driven, do not try to compare it to other countries, like mixing apples and oranges. One other thing, the argument todays youth can't afford a car, will save on up keep well that may be till they get married then have kids, then is mom going to take the kids by bus to baseball practice, cub scout meetings, to Disney World, not to mention doctor visits, shopping, how is that going to work.

1/12/2013 Comment on: "When I go on vacation I drive my car or rent a car. The idea tourist are going to take a bus or train is lunacy to get to where they want to go. You think I am going to be able to get on a bus at a motel or hotel, that is not happening now or ever. Then you get on a bus, it will never take you right to your destination, the variables are just too many. The truth of the matter USA is auto driven, do not try to compare it to other countries, like mixing apples and oranges. One other thing, the argument todays youth can't afford a car, will save on up keep well that may be till they get married then have kids, then is mom going to take the kids by bus to baseball practice, cub scout meetings, to Disney World, not to mention doctor visits, shopping, how is that going to work." Sully G, you are right. A train can't take you everywhere, that's why cities that have successful trains also have very good bus, trolleys, taxis and other systems to help people get where they need to go. It works in other cities, so it seems reasonable that it could be made to work here.

Comment Count from Rail, Bus, Accessibility theme(s): 2

## Rail, Bus, Construction Timing/Coordination

### COMMENT RESPONSE

Date

10/29/2012 Lightrail sounds good. Some sort of mass transit system. Road construction takes too long to finish. I agree with raising the hotel tax.

Comment Count from Rail, Bus, Construction Timing/Coordination theme(s): 1

## Rail, Bus, Regional Travel

COMMENT  
RESPONSE

Date

- 11/15/2012 High speed rail between St Petersburg Tampa and Orlando. With connecting bus transportation from train stations to beaches, airports, and work.
- 3/22/2013 Comment on: "Since its much more cost effective than busses we should focus on some initial rail lines for some popular long runs like across the bay area bridges. When the time comes to refurb the 275 bridge it shouldn't take much extra money to add a rail line or two to the project and would be an excellent long term investment in mass transit for our area." The Howard Franklin is due soon for a major repair and upgrade. This would be a great time to rebuild it with a light rail line, and also a lane for HOV/bus and carpool use only. Making it a toll lane is a bad idea, and discourages carpool use, since carpool users will have to spend money to have the sensors installed on their vehicles. Buses and carpools should be exempt from paying tolls since they are contributing to traffic relief. Toll lanes are a bad idea, discourage carpooling, and are used by aggressive speeding scofflaws that weave in and out of the toll lanes to avoid payments, creating traffic hazards. Toll roads are one reason why the highway budget is bankrupt, and in some cases, big trucks have been forced on to these toll just for the sake of revenue collection; the end result is the consumers will pay for everything bought at the store when the trucking industry passes those tolls on in the cost of goods sold. We need an alternative mode, not another toll road!
- 2/19/2013 Comment on: "Ferries that operate in Tampa Bay. The ferry could connect Clearwater, St. Petersburg and Tampa." Ferries could potentially work for a cross bay commute from downtown St. Pete to downtown Tampa, but not until there is some public transit infrastructure in place such as light rail or metro rapid buses. I would not want to take a ferry across the bay if upon arriving at the port I have to call a taxi or delay my travels with the current bus system which is currently far from functional and closer to pathetic. If light rail is instituted and the bus system increased up to that of other metropolitan areas, then and only then, should we explore ferries. Lets first tackle the larger issue at hand which is the automobile dependency of land commuters before we worry about traversing waterways. #lightrail #transportationoptions

Comment Count from Rail, Bus, Regional Travel theme(s): 3

## Rail, Bus, Signal Timing

COMMENT  
RESPONSE

Date

- 10/30/2012 I would like to see a railway system trolley cars improve its schedule more covered bus stops fix timing on lights so traffic moves a little bit faster.

Comment Count from Rail, Bus, Signal Timing theme(s): 1

## Rail, Community needs

COMMENT  
RESPONSE

Date

- 11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Light rail would not disrupt existing traffic any more than road expansion projects would. Why would residents rather pay to expand roads than add an alternative. You can only build out highways to a certain extent until you encroach on pedestrian safety and community walkability... Oh wait, we have already exceeded that point. Increased bus service is practical but should be accompanied by a transportation alternative that caters to pedestrians and isn't dependent on the same infrastructure (roads, bridges, gasoline) as our current PROBLEM. There is always DEPENDENCE ON THE TAXPAYER for all modes of transportation in order to provide a free flow. Roads, bridges, airports, cruise ports, and highways are all subsidized by tax payers. Light rail could be completed in 15 years and would cost less in taxes than your car insurance annually. If I die in the next 15 years and never get to take advantage of light rail, I would rest in peace knowing I contributed to the bettering our community!

Comment Count from Rail, Community needs theme(s): 1

## Rail, Congestion

COMMENT  
RESPONSE

Date

- 9/24/2013 I just watched your video that showed light rail at Roosevelt crossing at road level and stopping traffic. Why can't rail go over Roosevelt and not add to the congestion in that area?

Comment Count from Rail, Congestion theme(s): 1

## Rail, Economy

Date	COMMENT RESPONSE
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11/25/2014 Comment on CSX Freight Line from Tampa to St. Pete: The best thing about this proposal is that it will be the least intrusive to counter problems with eminent domain issues. Lightly used freight rail lines such as the one mentioned can be built for relatively low costs since it involves the use of an existing right-of-way. Numerous cities in California have done this with much success, and places like Portland, Denver, Cleveland, St. Louis, Dallas, Salt Lake City, Norfolk, Charlotte, and Newark. Also, having a rail line to Tropicana Field would be a valuable asset for us to keep the Rays here, too.

Comment Count from Rail, Economy theme(s): 1

## Rail, Enhancements

Date	COMMENT RESPONSE
------	---------------------

6/8/2013 "Art" idea: Art at light rail centers should be based on a theme that is central to its location of which is in the immediate neighborhood of the station. It could be history, a famous person, an event in time, its natural beauty, or an important contribution the area made to society. An example of this would be the art at the light rail station in Compton, CA by the Watts Towers in Los Angeles along the Blue Line.

11/25/2012 Comment on: "Portland, Ore: They have the best set up as a city goes, light in all directions, N,S,E,W etc. Street cars downtown, rail connections to the airport. I think that we should also incorporate a ferry system, between Tampa, and St.Pete, Sarasota area's! I feel that we should also go into the actual communities and talk to the people about this. I'm soooooooo glad this forum was created because, I have a lot of ideals that could really help this project!!! I also want to say this for the record; The southside of St. Petersburg is very badly run down, empty lot's, just really bad in up keep overall!! I would like to see the light rail connection reach the southern tip of the county as well!! It would make for an interchange, to an express bus across the Skyway. I feel that inner urban areas of this city need to see that project's like this benefit not just their community, but the entire county of Pinellas. I understand that there is an a lot ideas floating around for you all to decide on, but please take some of my idea's if you can, and make something happen! I've said that we needed an light rail system, since I was 15 years old! I hope that the people of the county understand that, our future generations need to be able to progress into tomorrow!" Been to Portland, they are a big winner on my list!

Comment Count from Rail, Enhancements theme(s): 2

## Rail, Growth/Land Use, Demographics

Date	COMMENT RESPONSE
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11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." 3 parts.

I support the development of light rail in Pinellas County for several reasons.

The development of a fixed transit network provides a necessary level of certainty in real estate development. Unlike bus routes that can be easily introduced and removed, rail transit attracts development because of its permanence. Look to the example of Portland, Oregon. Within 5 years of the construction of their first light rail line, more than 7 million square feet of development (valued at 1 billion dollars) was constructed adjacent to the stations. If you want to see an example of investment closer to home, take a look at the activity that is occurring along the SunRail line in Orange/Seminole County.

A light rail system would support our aging population. As we age, many of us become less and less comfortable operating a motor vehicle. A light rail system would give our older population the ability to stop driving, but stay mobile and maintain a high level of independence.

Comment Count from Rail, Growth/Land Use, Demographics theme(s): 1

## Rail, Growth/Land Use, Multi-Modal

COMMENT  
RESPONSE

Date

4/24/2013 We live in a bay area, that is landlocked, just like San Francisco. Topography may be different since we don't have hills, but improving transportation in St. Petersburg needs to start building with some of those ideas in common. It may even help us keep the Rays as well. San Francisco has a light rail line between its ferry terminal and AT&T park where the Giants play. we need to do the same. The Giants buzzed out of Candlestick park due to poor transportation connections, and the 49ers will be doing the same in a couple of years when they move to San Jose. Let's tear down I-175 and replace it with a trolley line with mixed use residential, shops, hotels, and even more parking space for the Rays since the Trop is just off of I-275. A new ferry boat terminal at the location where The Pier is could serve as an end point for a light rail line to serve downtown St. Petersburg, the Trop, and then north to Clearwater along the existing CSX line.

Comment Count from Rail, Growth/Land Use, Multi-Modal theme(s): 1

## Rail, Multi-Modal

COMMENT  
RESPONSE

Date

11/29/2012 Comment on: "Getting from Pinellas to Hillsborough County shouldn't be so difficult. We need a public ferry connection from St. Pete to Tampa. Bus service should be more frequent and run later into the evenings. Ultimately, a light rail connection." What vehicles would the users of any rail system utilize to arrive to the rail station and to go from the rail station to their destination? How fast would they connect? That is a vital issue to resolve before investing in any transportation system with fixed routes such as airplanes, trains, or buses.

1/27/2013 Comment on: "The CSX freight line runs through Clearwater, Safety Harbor, etc. Please request that CSX add a passenger and bike car to this line." One nice thing about the CSX rail line between Clearwater and St. Petersburg is that is straight as an arrow for the most part. Like the first light rail line built in the nation in San Diego, PSTA could run light rail trains on this line during the day, and CSX could run freight operations at night. Stations could be built at Largo, Ulmerton Road, Bryan Dairy Road, Park Boulevard, and 22nd Ave, as a few good potential locations along the existing rail line. In St. Petersburg, the line could go by Tropicana Field and then on to the pier to connect with ferry boat service to/from Tampa. In Clearwater, a loop could be built to serve Park Street terminal, or move the buses to serve a new transit center along East Street at Cleveland. Perhaps, as a Phase II, the line could continue east across northern Clearwater to Safety Harbor and Oldsmar.

Comment Count from Rail, Multi-Modal theme(s): 2

## Rail, Regional Travel

COMMENT  
RESPONSE

Date

- 10/31/2012 I would like to see a rail system. To the transit system I think a merger with Tampa would be a good thing for Pinellas and Hillsborough County. I think a thorough fair will be great.
- 11/15/2012 Comment on: "High speed rail between St Petersburg Tampa and Orlando. With connecting bus transportation from train stations to beaches, airports, and work." I think an interstate high speed rail is worth our efforts. Connecting Tallahassee to Orlando, St Petersburg, Tampa, to Miami. A star shape from Orlando as the center spot, then legs out to Jacksonville, Miami, Tampa and Tallahassee. Then something slower and more scenic along the coast from Jacksonville, Cape Canaveral, to Miami, across Alligator Alley from Naples to Tampa/St Pete, up to Tallahassee. With ports at all the beaches along the way. Increase foot traffic and minimize vehicles.
- 3/22/2013 Since its much more cost effective than busses we should focus on some initial rail lines for some popular long runs like across the bay area bridges. When the time comes to refurb the 275 bridge it shouldn't take much extra money to add a rail line or two to the project and would be an excellent long term investment in mass transit for our area.
- 11/25/2012 NO RAIL BETWEEN HILLSBOURGH AND PINELLAS COUNTY: This Idea :1. cost more than it is worth. 2. Not enough people will use it unless they are forced to by guns. THIS IS AN AGENDA 21 PROGRAM, PART UN SUSTAINABILITY.... WATCH OUT PEOPLES!
- 3/22/2013 Light rail system between Clw, St. Pete, TPI, Tampa: A system like what was already presented to the BCC not long ago. It would have termini at downtown Clearwater, downtown St. Pete, Tampa International, and downtown Tampa, with numerous intermediate stations on all legs. It should be elevated for the most part in order to avoid conflicting with vehicular traffic. Since Pinellas has a major interest in tourism, visitors, especially would be interested in this system in order to easily get between airport and hotels and many destinations county-wide without the expense and aggravation of car rentals and fighting frequent traffic congestion on highways. We locals would also love such a system for similar reasons.
- 3/22/2013 Request that CSX add a passenger car to the freight line for travel from Clearwater to Tampa.
- 9/7/2013 TOD or Bust!: The ONLY way to move forward is to develop light rail; at a minimum, between Tampa - St Pete, and light rail installments in the respective counties thereafter. Otherwise, get used to stagnation!
- 12/7/2014 All Aboard Florida extension: If All Aboard Florida decides to bring their trains to Tampa, which the middle of the I-4 corridor is intended for, as designated by former governor Jeb Bush, why stop and end at Tampa, when there is an open right-of-way being constructed now in the middle of I-275 and later across a rebuilt Howard Franklin Bridge? The distance is roughly equivalent between Tampa and St. Petersburg as it is between Miami and Ft. Lauderdale in gauging distances between station stops, so that should be no problem in terms of distance. Why not build a bright new intermodal terminal for buses, trains, bikes, and public transit right off I-275 by Tropicana Field? The right-of-way in the middle of the freeway won't be as intrusive as the light rail proposal that was recently voted down NOV 2014. all aboard Florida could stop in Tampa adjacent to Hartline's Marion Street terminal along I-275 in a modern elevated structure. using existng right-of-ways minimizes problems with eminent domain issues, too.

Comment Count from Rail, Regional Travel theme(s): 8

## Rail, Regional Travel, Jobs

COMMENT  
RESPONSE

Date

- 10/30/2012 A train or rail system connecting Pinellas and Hillsborough would alleviate congestion on the bridges during morning/evening rush hour traffic. While also adding more jobs which in turn also helps stimulate our economy.

Comment Count from Rail, Regional Travel, Jobs theme(s): 1

## Rail, Roads

Date	COMMENT RESPONSE	Not Required
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- 11/16/2012 Comment on: "The bulk of efforts should go toward 4 marque projects: 1) Complete the US 19 conversion to a limited access freeway from Pinellas Park north to the Pasco/Pinellas county line, as north county is in dire need of a north-south freeway for easier access to St. Pete and Tampa (and vice versa).  
2) Complete the freeway connection from US19 to I-275 along 118th Avenue as this would create one contiguous stop-light-free route north-south through the county, which would do wonders for traffic and economic development;  
3) Build light rail as proposed through the alternative analysis study recently completed and in coordination with efforts in Hillsborough County. The key to this really is the Pinellas/Hillsborough connection, as there is opportunity to connect all the region's major urban/employment centers all at once (downtown St. Pete, Gateway, downtown Clearwater, Westshore and downtown Tampa).  
4) Implement Bus Rapid Transit and Express Buses along major corridors, particularly along Alternate US 19 from Downtown St. Pete to Tarpon Springs, as this would hit a number of downtowns (St. Pete, Seminole, Largo, Clearwater, Dunedin, Palm Harbor and Tarpon Springs), Ulmerton Road as it is a developing employment corridor, and 49th Street/McMullen Booth/East Lake Road to connect the residential areas to the north to the employment areas in the south of that corridor." I don't think option 2 for the 118th freeway is really necessary. Several drivers will get off US 19 at Roosevelt or Ulmerton for the north county, as well as driver accessing Park Blvd. The 118th can wait a while longer to be built AFTER the light rail line is up and running. Besides, there plenty of landspace next to 118th st.to widen the existing road.

Comment Count from Rail, Roads theme(s): 1

## Rail, Technology

Date	COMMENT RESPONSE
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- 7/16/2013 Comment on "Widen the Pinellas Trail": Check out <http://skytraincorp.com/stc100.htm> for more info on the Solar Powered Rail Solution!
- 3/22/2013 Comment on: "Light rail system between Clw, St. Pete, TPI, Tampa: A system like what was already presented to the BCC not long ago. It would have termini at downtown Clearwater, downtown St. Pete, Tampa International, and downtown Tampa, with numerous intermediate stations on all legs. It should be elevated for the most part in order to avoid conflicting with vehicular traffic. Since Pinellas has a major interest in tourism, visitors, especially would be interested in this system in order to easily get between airport and hotels and many destinations county-wide without the expense and aggravation of car rentals and fighting frequent traffic congestion on highways. We locals would also love such a system for similar reasons." This is a great idea brought into the light of today's technology. As a longtime member of Pinellas CAC it seems that the connection, Clearwater to St Petersburg has in its documentation that it could house rail in the future. In any case the elevated monorail would not really get in the way of the rail travelers except create a shade canopy part of the day, being adjacent to the trail. Our Florida design; SOAR300: <http://contest.techbriefs.com/component/content/article/1318> our existing longtime associates have hands on Monorail Experience see STC: <http://db.tt/sjXPOLqi> .  
This feature could allow trail use past the evening deadline. The monorail structure could allow night transportation with cameras and conservatively spaced LED lighting could provide some illumination. The structure could transmit, besides electricity even a water pipe to have drinking fountains. This could be a start for some gardens. I would gladly talk to your committee about the concept. 727-939-2177
- 1/15/2014 Comment on "Expand public transportation choices": Rail service has gone way beyond 19th Century technology KG. Gone are the days of steam locomotives, wooden trolley cars, and bolted rail. New technology has revived rail in many areas around the nation, including places where people want to live close by where they work. Building more new highways, especially toll roads, only provides a driving alternative, not a real transportation alternative. Not everything is going to be done close to home, either. This is where rail plays the role in making public transportation a more attractive alternative for longer trips. Relying strictly on only short routes would take too much time to get across town and one would spend most of their day commuting as opposed to getting one's business done. The end result is massive traffic congestion, which we are stuck in now because too many transit routes are too short or they fail to make decent connections with each other, and there us next to nothing in the way of any express bus or rail service here.
- 5/2/2014 I suppose that 19th Century technology is better? Cheaper? Think again! It'll cost Billions and still be using what we used for transportation over 150 years ago! Most people just have no imagination. These 2 ideas are no science fiction - Metromover works well in Miami and the SkyTrain is a better solution than any other that I've seen discussed here. Maybe we should just go back to horse and buggy - that worked well too!
- 5/2/2014 Comment on "How about Metromover or Sky Train": Most people mover ideas like this did not work very well. We need to stop experimenting with ideas that are too close to science fiction.

Comment Count from Rail, Technology theme(s): 5

3/22/2013 Comment on: "Light rail system between Clw, St. Pete, TPI, Tampa: A system like what was already presented to the BCC not long ago. It would have termini at downtown Clearwater, downtown St. Pete, Tampa International, and downtown Tampa, with numerous intermediate stations on all legs. It should be elevated for the most part in order to avoid conflicting with vehicular traffic. Since Pinellas has a major interest in tourism, visitors, especially would be interested in this system in order to easily get between airport and hotels and many destinations county-wide without the expense and aggravation of car rentals and fighting frequent traffic congestion on highways. We locals would also love such a system for similar reasons." This is probably one of the most forward thinking and innovative ideas I have seen in a long, long time. Hopefully the MOSI implementation will be used as a model for future transportation needs in the Tampa bay area. Look at the videos, power points and information available at the Skytrain website. Skytrain seems to have a good design and a good fit for Pinellas. Using renewable energy like Solar PV panels and recharging while braking are the best of energy solutions. Because of this, total cost of ownership goes way down. This is the least disruptive solution to mass transit in our area that I have seen to date. Board of County Commissioners please take note. This solution is worth a serious look as it can be easily integrated with intermodal transportation hubs.

Comment Count from Rail, Technology, Regional Travel theme(s): 1

- 5/2/2013** "Widen Pinellas Trail for Rail" idea: I love using the Pinellas Trail for cycling. I use it all the time. Widen Pinellas Trail for rail. However, it is a shame they removed all the tracks. It would be great if the trail could be widened so that half was for cycling, half for commuter rail. I would love to be able to take a train to downtown Clearwater or Dunedin.
- 5/14/2013** Comment on "Widen Pinellas Trail for Rail" idea: My house backs up to the Pinellas trail (as do many others). I would support using the trail with an elevated solar-powered train above. The platform would provide shade to the walkers/bikers below. However, the residents along the trail length would have to be convinced that it would not create noise, vibration and/or safety issues for people who live along the trail.
- 11/5/2013** Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Here's the major issue with light rail as proposed. Why is it necessary that the taxpayer always foot the bill when it doesn't serve all taxpayers equally? Light rail is a fixed system. If it is built to go to Tropicana Field, by the time it's operational the Rays contract will be up and Tropicana Field may be gone. Then you don't have the flexibility to change the route as you would with a bus solution. Secondly, light rail is mainly a local downtown solution. Connecting Clearwater to St. Pete with light rail isn't practical and it isn't the purpose of LIGHT RAIL. Then it would be a commuter railroad. So, if the plan is to have a commuter railroad, then the design needs to be different. How about using the CSX rails when not in use by freight traffic? Rail is already in place and could be easily used. How about widening the Pinellas Trail, once a rail line that extended the length of the county, that currently serves a small minority? The PT could support a rail, bicycles, pedestrians.
- 3/5/2013** Has anyone explored the impact of using the Pinellas Trail route for an elevated Monorail System? Covers the entire county and can be integrated to bus service to locations it doesn't touch. The right-of-way is already in place and it would be less disruptive to build than if any other solution was implemented on or about major roadways. Will be less costly and take less time to build. What is your opinion about it?
- 3/5/2013** Comment on: "Has anyone explored the impact of using the Pinellas Trail route for an elevated Monorail System? Covers the entire county and can be integrated to bus service to locations it doesn't touch. The right-of-way is already in place and it would be less disruptive to build than if any other solution was implemented on or about major roadways. Will be less costly and take less time to build. What is your opinion about it?" It need not follow the entire length of the trail however; it can take advantage of a continuous r/w when necessary to save the cost of buying it. That will allow it to follow route to and from major employment hubs, downtowns and still follow the trail's route in other areas.
- 3/5/2013** Comment on: "Has anyone explored the impact of using the Pinellas Trail route for an elevated Monorail System? Covers the entire county and can be integrated to bus service to locations it doesn't touch. The right-of-way is already in place and it would be less disruptive to build than if any other solution was implemented on or about major roadways. Will be less costly and take less time to build. What is your opinion about it?" Don't think of the monorail system replacing the use of the Pinellas Trail by cyclists, joggers, walkers, etc., but think of it as a shared corridor. The right-of-way already exists and will greatly reduce the cost to build. If the monorail is elevated, then the trail is still available to all other recreational uses! And besides, it will provide an alternate form of transportation for the entire county. Obviously, transfer (free?) to buses for venues too far to walk to will increase its use.
- 3/5/2013** Comment on: "Has anyone explored the impact of using the Pinellas Trail route for an elevated Monorail System? Covers the entire county and can be integrated to bus service to locations it doesn't touch. The right-of-way is already in place and it would be less disruptive to build than if any other solution was implemented on or about major roadways. Will be less costly and take less time to build. What is your opinion about it?" KG, I like your idea. In another post, you mention that we (as residents) need to make the tough choice between recreational cycling and utilitarian cycling. IF constructing a rail system on the Pinellas Trail route would save a SIGNIFICANT amount of money (but would it?) I think that it would be worth sacrificing recreation for utility because utilitarian cycling involves benefits for the entire community while recreational cycling does not. That said, if a rail system were to replace the N/S paved trail, the savings incurred should be allocated to develop intercepting E/W bicycle corridors. As suggested in many bicycle study publications (for our purpose I would say FDOT 2009 is relevant enough) most people prefer separated paths for safety reasons. So if we retrofit some E/W roads to MIMIC off street trails (lower speed limits, wider bicycle lanes, reduced stop signs) and LINK them to the rail, the built environment would be more conducive for utilitarian cycling.
- 9/24/2013** Pinellas had rail for a hundred years and got rid of because of low use, the corridor is now the Pinellas trail.

## Rail, Trail, Enhancements

COMMENT  
RESPONSE

Date

5/18/2013 Comment on "Widen Pinellas Trail for Rail" idea: Light rail is not as intrusive as its critics say so. In many cases, it has enhanced the atmosphere in the community. Widen the trail so both options can be available. Enhance the scenery around stations with art and plants that is appropriately themed for each community. Get the business community involved with ideas for cost effective means of constructing stations that will also help them benefit from increased activity.

Comment Count from Rail, Trail, Enhancements theme(s): 1

## Rail, Transit

COMMENT  
RESPONSE

Date

11/15/2012 Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service.

8/6/2013 I think light rail is an idea that is long overdue in Pinellas: Light rail should have been included in Pinellas' MPO plan 25 years ago!

1/15/2014 Comment on "Expand public transportation choices": Rail service is a 19th century technology used to solve 19th century transportation needs. Would some type of public transportation system benefit Pinellas County, its residents and visitors? Definitely! Is rail, in the traditional sense the solution - I believe there are better solutions. A trolley (Bus or rail-based) for downtown areas may work there, but may not be the best choice for an overall solution. As workforces are more and more fluid and home based, the need to move large amounts of daily commuters to and from office buildings will shortly go away. More and more people are taking advantage of moving near where they work. We need to focus on how to move people to the most likely places they need to get to and be flexible at the same time. Fixed Rail does not allow this flexibility everywhere, but may suffice for some routes. Beaches, museums, downtowns, airports are not likely to relocate. Corporations are. Take a good look and find the best balance of modes of transportation for our county - solutions used in other places - though may serve their needs - may not apply here.

5/2/2014 Comment on "How about Metromover or Sky Train": KG-how many cities have implemented a metromover or Skytrain on a large-scale basis? What happened to the people mover that served Harbor Island? You need to get over the fact that light rail is NO longer a 19th Century technology, otherwise we would still be riding old wooden trolleys with no A/C. Modern technology improved light rail to make it one of the most attractive forms of public transportation. I saw it become reality while I was living in Los Angeles for 7 years and the critics were blown away from day one. It was a bargain deal compared to the toll roads built in Orange County that have been a financial bust since their day one. By the way, that Metromover in Miami is also fed by its bus system and the Metrorail as well. The same holds true for the Skytrain in Jacksonville, but they are both very small systems. The Skytrain shown on that TV news clip does have a problem with passenger evacuation should the need arise. I don't know how they are going to get everybody down unless they use cherry pickers and fire truck ladders; good luck removing the handicapped and the disabled!

5/2/2014 If this is an expensive solution, what do you have to say about the proposed "light rail" project?? Cheaper? I doubt it! Sky Train uses renewable energy such as Solar PV cells and Dynamic Breaking to power it. Also will cost less and take a shorter time to build. If Metromover is so terrible, then why does it work so well in Miami?? Closed minds bring no solutions. The world is flat - right??

7/15/2014 Comment on "Worst roads are the ones on which empty PSTA buses travel": Widening roads is not the answer. I cannot wait until Greenlight is passed! This county is going to be amazing! We will attract educated people which will attract businesses that pay a decent wage, and our property values will increase.

Comment Count from Rail, Transit theme(s): 6

## Rail, Transit Oriented Development

COMMENT  
RESPONSE

Date

8/27/2013 Let's Put Things In Perspective: This is more an issue of putting the cart before the horse if you ask me. We all would love to have our major destinations developed so that they are co-located with a major transit hub - only makes sense. What doesn't make sense is that we are trying to design something for a system that is still not designed or implemented. As I have stated before, the best implementation of a rail-based system would be to utilize the right of way of the existing Pinellas Trail. The trail could remain undisturbed while an elevated rail based solution be built above it. This way it would cover the entire county from Tarpon Springs to St. Pete. Side spurs could be then built to the beach, a connector to TIA and downtown Tampa, etc. Trying to push development of areas of the county before a rail-based or other system solution is built doesn't yet make sense. Since this i=ould be private investment at major hub locations, the "build it and they will come" model will find the right solution.

Not Required

10/29/2013 Comment on "urbanizing the suburbs! re-zone and light rail!": Numerous abandoned rail lines or exisitng freight lines with a low volume of freight rail traffic are perfect for building into light rail and commuter lines without having to take up a lot of existing land space like highways and toll road projects. Rail stations can serve as a point for making bus transfers and provide parking for both cars and bicycles, a place to relax, shop in small stores, get a bite to eat, and be a community meeting place.

Comment Count from Rail, Transit Oriented Development theme(s): 2

## Rail, Transit, Congestion

COMMENT  
RESPONSE

Date

5/2/2014 Comment on "How about Metromover or Sky Train?": Looks like we are both in favor of a viable public transportation system for Pinellas but have different pinions as to what it should be. That's a good thing as it stimulates ideas, discussion and communication. Fortunately for both of us, we have little say as the CC will do whatever it believes is in the best interest of the county. With that said, rail systems in major cities like LA , NYC, BOS, CHI, etc., have not reduced road traffic or relieved road congestion. The major cause for road congestion in Pinellas (and Hillsborough) is the constant construction and disruption of traffic lanes. Another cause is Toll roads, people just don't like them and will avoid them at all costs. I wonder if PSTA has run buses along the proposed light rail route. I wonder if running buses along this route will reduce traffic? Bottom line is that any rail system will not reduce road use or traffic congestion. If bus lanes take away from other traffic lanes, congestion increases. Just think of the congestion during the 10-20 years of building a light rail system in the county - just look at how long it has taken the US-19 improvements. And costs - \$2.1 Billion proposed is likely to cost \$5 Billion by completion. As far as evacuation - major cities with elevated trains already figured this out. Disney figured this out for its monorail system. Airports figured this out for terminal shuttles. All of which are also used by people with disabilities, so in my opinion, Pinellas can figure this out too. If LA has such a great public transportation system, why move to a Florida location without one? Bottom line is that each metro area must implement the system if believes will best serve its people and visitors. What works in LA, BOS, NYC, CHI or anywhere else in the world may or may not work here. November will decide the will of the people.

Comment Count from Rail, Transit, Congestion theme(s): 1

- 5/28/2013 Comment on "Rail station would be transportation connection point": I like the ferry boat to Tampa idea. I second that one!
- 2/19/2013 Comment on: "Ferries that operate in Tampa Bay. The ferry could connect Clearwater, St. Petersburg and Tampa." Commuting by ferry boat is a very relaxing way to travel. Seattle is a good example of it. The Pier in St. Petersburg needs to be rebuilt, and this would be a good time to have it done to accomodate ferry boat service. A ferry going up the Hillsboro River to the convention center in downtown Tampa would score well with the business community, tourists, and commuters. An extended TECO trolley line to the ferry on the Tampa side and an end point for light rail at the Pier in St. Petersburg would open the door for better commuting by water. Look what San Francisco, Seattle, New York, and Boston have for ferry service. A future ferry to Manatee County would be nice, too.
- 9/24/2013 From the blog Michelle asks: What about the regional aspects of the transportation plan? Brad, PSTA runs a route to Downtown Tampa, but does it run on the weekend? Julie, in the long-term, does the transportation plan entail connections to places outside of Pinellas County?
- (Brad) No, the route to Downtown Tampa does not run on the weekend. It mostly caters to people commuting to and from work. (Julie) It's important to look at this holistically, not only in Pinellas County, but outside of the county as well. We are looking at how we can connect to Pasco and Manatee Counties, but we are really focused on connecting to Hillsborough County. In this plan, we have three connections to Hillsborough County: one via Hillsborough Ave, one via the Courtney Campbell Bridge and one via the Howard Frankland Bridge. What I've heard is they would all take passenger rail to a proposed hub and the hub would connect users to other destinations like such as airport. It is intended that this hub will be a place where a passenger could buy their tickets, check-in and go straight to the airport. That would be great for the region.
- 9/24/2013 We talk about transportation being a regional endeavor. Even though we are surrounded by water and are kind of isolated, it is good that we look beyond our geographic confines and look to our neighboring counties and work in partnership with them. Is any of what we do in Pinellas County dependent on anything they do in Pasco or Hillsborough Counties or any of the other counties?
- (Jeff) We work with the other counties all the time. In TBARTA, covering a seven county region, we have a master plan that includes all the plans from those seven counties and how to connect them. The main spine of the plan really goes from USF Tampa to USF St Petersburg. Along that line are all of the employment centers, the population centers, the Howard Frankland Bridge and the Universities. In North County a lot of the congestion comes from residents of Pasco County coming down to work in the Gateway Area or Tampa. That clogs up McMullen Booth Road and US 19. We are looking at our BRT routes serving not only North County, but also Pasco County to give them options to commute through our county. (Len) I'm surprised by how many people who work for the governments in Pinellas County actually live in Hillsborough County. They could really use BRT coming from Hillsborough. (Jeff) The Howard Frankland Bridge used to be clogged from people driving from Pinellas to Hillsborough to go to work with the other side being empty and the reverse coming back. Now it's about fifty-fifty. Close to 160,000 drivers a day go over that bridge, and it's balanced with half going to Pinellas and half going to Hillsborough every morning and the opposite going back.
- 9/24/2013 Has GLPinellas considered ferry transportation from Gateway/St. Pete to Tampa?
- 8/7/2013 Comment on "Provide more traveler information for target travel destinations": I agree. I know of someone who lives in Lakeland works in Orlando and goes to school in St. Petersburg.
- 5/2/2014 Ferry Services to/from various locations.

Comment Count from Regional Travel theme(s): 7

## Regional Travel, Bus

Date	COMMENT RESPONSE
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- 11/29/2012 Getting from Pinellas to Hillsborough County shouldn't be so difficult. We need a public ferry connection from St. Pete to Tampa. Bus service should be more frequent and run later into the evenings. Ultimately, a light rail connection.
- 11/17/2012 I believe this is the most critical near term need for the area. Direct bus service from Pinellas county to Tampa Airport. It should be a limited express type service making stops at key locations. For instance if it were to start that the bus terminal on Ulmerton Rd and Starkey, it could have a stop at a centralized point in Carillon. As long as it doesn't take an hour to get there of course. It could also be a joint route for PSTA/HART continuing from the Airport as a Limited Express to Downtown Tampa, then back to the Airport and then onto Pinellas. The bus should also have access to use the shoulder on 275 during rush hour.
- 11/17/2012 Comment on: "I believe this is the most critical near term need for the area. Direct bus service from Pinellas county to Tampa Airport. It should be a limited express type service making stops at key locations. For instance if it were to start that the bus terminal on Ulmerton Rd and Starkey, it could have a stop at a centralized point in Carillon. As long as it doesn't take an hour to get there of course. It could also be a joint route for PSTA/HART continuing from the Airport as a Limited Express to Downtown Tampa, then back to the Airport and then onto Pinellas. The bus should also have access to use the shoulder on 275 during rush hour." Don't forget North Pinellas County across Courtney Campbell.
- 11/17/2012 Comment on: "I believe this is the most critical near term need for the area. Direct bus service from Pinellas county to Tampa Airport. It should be a limited express type service making stops at key locations. For instance if it were to start that the bus terminal on Ulmerton Rd and Starkey, it could have a stop at a centralized point in Carillon. As long as it doesn't take an hour to get there of course. It could also be a joint route for PSTA/HART continuing from the Airport as a Limited Express to Downtown Tampa, then back to the Airport and then onto Pinellas. The bus should also have access to use the shoulder on 275 during rush hour." I'm all for an Airport-to-airport bus route. Why doesn't HARTline's 200X route stop at Tampa airport along its way between downtown Tampa and Clearwater?

Comment Count from Regional Travel, Bus theme(s): 4

## Regional Travel, Bus, Enhancements

Date	COMMENT RESPONSE
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- 8/6/2013 I would like to see the transportation system more regionalized between the counties. I think the frequency of the routes during certain times of the day were better, more people would use it. Hubs in certain areas would help.

Comment Count from Regional Travel, Bus, Enhancements theme(s): 1

## Regional Travel, Bus, Rail

Date	COMMENT RESPONSE
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- 10/29/2012 a)Regionalize system – PIN, Hillsborough, Pasco, Sarasota, and Manatee  
b)Establish direct route for mode of transportation (bus, rail, trolley) between major points – example-Tyrone to Clearwater

Comment Count from Regional Travel, Bus, Rail theme(s): 1

## Regional Travel, Demographics

Date	COMMENT RESPONSE
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- 8/7/2013 Provide more traveler information for target travel destinations: We need to target areas in Florida further than adjacent counties when considering locations about which traveler information would be helpful. The traveler information would include such things at distant venues as weather, lodging, road conditions, accidents, and modal cost comparisons.

This premise about traveler information works in reverse, too, for encouraging tourists to visit Pinellas.

Whether the travel being encouraged is to or from Pinellas, coordinate transportation initiatives with those of the related Chambers of Commerce.

Comment Count from Regional Travel, Demographics theme(s): 1

## Regional Travel, Growth/Land Use

Date	COMMENT RESPONSE
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8/6/2013 Comment on "Macro vs. Microdestinations": Gateway and Westshore come to mind on secondary centers

Comment Count from Regional Travel, Growth/Land Use theme(s): 1

## Regional Travel, Park & Ride

Date	COMMENT RESPONSE
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5/27/2013 Comment on "Locate the station where it can become an activity center" idea: There are a few places along the current CSX line that could fit this niche. Largo, by the park; Ulmerton Rd., could serve as a park-n-ride or connecting express bus service to Tampa; Pinellas Park at Park Blvd: and on to Tropicana Field by the south end of the line.

Comment Count from Regional Travel, Park & Ride theme(s): 1

## Regional Travel, Rail

Date	COMMENT RESPONSE
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4/1/2013 Sent in a letter and booklet (see Chelsea for copy). Develop a starter line from Clearwater to St. Petersburg using DMUs on CSX tracks. Implement a light rail line from the Airport to the Beaches via St. Petersburg.

10/21/2013 Connect Pinellas County and Hillsborough County with light rail: It's way past time that the two counties get connected by light rail, preferably, or by bus. I know that the X-Buses connect the two counties, but this is only on weekdays. We could alleviate the heavy auto traffic on the bridges considerably and for a retired individual such as myself, I could take advantage of what Tampa has to offer on weekends and holidays.

Comment Count from Regional Travel, Rail theme(s): 2

## Regional Travel, Rail, Transit

Date	COMMENT RESPONSE
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1/7/2014 light rail and improved bus transportation: between Hillsborough and Pinellas counties. Believe me, it will be much appreciated by many generations to come.

Comment Count from Regional Travel, Rail, Transit theme(s): 1

## Regional Travel, Transit

Date	COMMENT RESPONSE
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2/19/2013 Ferries that operate in Tampa Bay. The ferry could connect Clearwater, St. Petersburg and Tampa.

9/24/2013 What about cross county mass transit? It would be so wonderful not to have to take the highway to Tampa airport, Orlando's theme parks, etc. & interestingly, I was just listening to NPR report on transportation oriented development (TOD) which emphasizes orienting mass transit & business/residential development to make it more useful.

8/21/2013 Comment on "Tampa & Pinellas County MUST be connected!": A mix of both are needed, but done in a manner so there is not an unnecessary duplication of service. Let's not count out ferry boat service, too.

9/24/2013 A bi-directional tram over the Clearwater Beach Causeway: Use 1 penny of increased tax from Greenlight Pinellas to fund a bi-directional tram over the causeway. Executive Summary attached.

Comment Count from Regional Travel, Transit theme(s): 4

## Regional Travel, Transit, Accessibility

<i>Date</i>	<i>COMMENT RESPONSE</i>
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11/28/2013	Provide an Easy Public Transportation System for Tourists: Our area attracts millions of tourists each year. They need frequent, affordable and reliable public transportation from TIA and PIE to all tourist destinations - hotels, beaches, museums, restaurants, downtowns, etc. Make it easy and affordable for them to get around and their need for rental vehicles will be greatly reduced. Many local residents may also see the benefit and take advantage as well!
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Comment Count from Regional Travel, Transit, Accessibility theme(s): 1

## Regional Travel, Transit, Rail

<i>Date</i>	<i>COMMENT RESPONSE</i>
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8/21/2013	Tampa & Pinellas County MUST be connected!: Either by improved and coordinated bus service between the two counties OR a light rail system. The current X-Bus system only runs on weekdays and only during rush hour (except for the 11:20AM). These two counties MUST be connected!
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Comment Count from Regional Travel, Transit, Rail theme(s): 1

Revenue	
Date	COMMENT RESPONSE
9/24/2013	Supplanting property tax with sales tax. How can you place heavier tax burden on the poor?
9/24/2013	Is this bus service coming out of tax payers pockets or do the fares cover the cost of buses, insurance, fuel, repairs, etc.?
9/24/2013	No use for public transportation. Against any additional taxes.
9/24/2013	How is this going to affect us tax wise?
9/24/2013	According to my Trim notice, I am already paying taxes to the Transportation Authority. Why can't they use that money? I do not want another penny added, since the county will soon ask for another extension of the Penny for Pinellas. These so called "penny's" really add up.
9/24/2013	If mass transit is so beneficial to tourism, shouldn't the tourist bed tax subsidize any mass transit growth?
9/24/2013	How can we fund some of these great ideas, like light rail, and other improved modes of transportation?
9/24/2013	What dollars may be available through federal grants?
9/24/2013	Is there opportunity for govt subsidiary options or tax incentives?
9/24/2013	This new tax they're talking about, it that going to be a full 8% sales tax if it passes? That's a lot.
1/30/2014	Reduce/eliminate instances where individual roads have multiple names: Thank you John B59 for the information that needs to get to the voters. Have you tried to send this to the Tampa Bay Times? Every week I read about how great the sales tax increase will be for Pinellas County.
	<p>You have to be insane if you don't want a break on your property taxes. On the contrary, if this does not pass, the traffic situation will only get worse, and yes, you will end up paying more in property taxes as the county board of commissioners will have no other choice but to do so, and that will likely be a vote by them, rather than one of the people. Why pay more in property taxes for diminished services? A substantial amount of the sales taxes are going to come from tourists, so why not take advantage of it?</p> <p>Steve, the only ones who will get a "break" on their property taxes are those who own a home valued at more than \$200,000. The PSTA component of the property tax will (supposedly) be terminated and the added sales tax an average homeowner will pay will be about the same as the property tax.</p> <p>1% is what we currently pay for the "Penny for Pinellas" program - estimated to be \$148 million in 2017 (the first full year of the 8% sales tax). So the \$34 million is about the same for property owners and the additional \$114 million will come from non-property owners. Yes, some are tourists, but the majority (67%) are residents who do not own a home. Typically poor and middle class families, seniors and others on fixed incomes. The added sales tax is regressive - it hurts people who live from check to check a lot more than it affects people who have high incomes.</p> <p>90% of the added sales tax will go to the train, 90% of those who pay the sales tax will never ride the train. Is that really fair?</p>

Comment Count from Revenue theme(s): 13

## Revenue, Accountability

COMMENT  
RESPONSE

Date

5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": That empty seat rate is much higher since close to two-thirds or three quarters of all cars on the road have less than two occupants in them. However, the truth is that these cars are having their transportation subsidized at 100% through taxpayer finances. At least buses and trains recover some of their monies at the farebox. The road funds are running dry because no inflation mechanism is in place to adjust tax rates for inflation. Highway funds have and are currently far short of paying for themselves as they have had to raid the general funds to pay for budget shortfalls. It means reckless cuts not only to public transit, but schools, clean water, law enforcement, and emergency services. We need to get away from a "cars only" mentality and work on the other options as well. Even most utility trucks and vehicles will have a better overall occupancy rate as that vehicle serves a dual purpose in ride sharing to/from job sites. The more seats in a car that are empty, the lower the occupancy rate is, and most of today's cars are built to seat four or five persons. So before you get critical about empty seats on a bus, boat, or train, look no further than the number of empty seats in your own vehicle. If a car seats four or five, that's a dismal 25% or 20%, respectively, on vehicle occupancy, far worse than a half-empty bus, boat, or train. Don't forget, that same bus you saw with a lot of empty seats in one location may have been filled to standing room only capacity on another portion of its same route. Not everybody who rides public transit is going to get on/off at the same location.

Comment Count from Revenue, Accountability theme(s): 1

## Revenue, Affordability/Cost

COMMENT  
RESPONSE

Date

Your figures are a bunch of false facts and phony figures cooked up by libertarian think tanks looking out for select wealthy individual's interests, not for we the people as a whole. If this tax does not pass, you can have more fun sitting in traffic gridlock for years to come. New road building projects will have to be halted and you can imagine what US19 would look like. Where has the government come up with the money to accelerate these road construction projects anyway, while the existing infrastructure on other roads continues to deteriorate and needs safety improvements? How come libertarian think tanks are not complaining about all this promised bonus money being spent on the US19 project? How come this issue was not voted on by the people, needless to say there have been cost overruns on the US 19 project as well, but not even a whimper of protest? It runs the risk of having a shoddy job done just to beat a deadline to have the construction companies get that extra money.

11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": I just wonder where they are going to get the extra money for accelerating the completion of the US 19 project. Transit projects, rideshare programs, and bike paths should not be the ones to bear the brunt of cutbacks to pay for it. Instead, take away funds for building the 118th toll road extension and put that project on hold and bring it up for a review and impact report to determine if it is really needed. New road projects should be subject to the same scrutiny given to rail lines, bike paths, and bus rapid routes.

Comment Count from Revenue, Affordability/Cost theme(s): 2

## Revenue, Rail, Affordability/Cost

COMMENT  
RESPONSE

Date

Consider splitting the transportation vote in November for a 1/2 cent increase for bus service and a 1/2 cent increase for "Light Rail". This way we will still be able to improve transportation in the county without jeopardizing the potential for the proposal being defeated. Light rail solves nothing and is a fixed path once constructed. Buses are flexible and can adjust their routes based upon a business need. In order to take light rail, I will still need a car to drive to Clearwater only to find there is inadequate parking available, then when I get off the rail will need to take a taxi or a bus. For a route that only 20.5 miles long, it's just easier to drive it. Seems like a lot of trouble to go through just to ride a train. A better direction for rail would be to get people to beaches, museums, sports venues, hotels, airports, shopping malls, etc. Clearwater to St. Pete??? Someone needs to think long and hard to determine if this is the best investment for our county.

Comment Count from Revenue, Rail, Affordability/Cost theme(s): 1

## Revenue, Roads

Date	COMMENT RESPONSE
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Even if there were not toll booths, and I want to warn those who do not have "SunPass", the toll roads will zap you for extra administrative fees if you elect to "pay by plate". I was recently billed \$4.75 for a toll that was \$2.25 for going over a new section of the Selmon Expressway. Why is the administrative fee more than the toll. When the days of the freeway are gone and we start paying tolls to use them, let's save the taxpayers money and plate over the "f" of freeway with a "gr" and rename them a greedway.

11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": 98% of Pinellas residents drive cars and trucks to get where they want to go, when they want to go, door to door. They pay 98% of the taxes. Therefore 98% of transportation spending should be on roads.  
Those who want transit projects and bike lanes should figure out a way to pay for their wants.

11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": Your figures are false John B. That 98% figure is based on how many vehicles are actually owned within the county on a ratio to the number of actual residents living in the county. Some residents own MORE than one vehicle and up to as many as half a dozen, therefore the percentage of those residents not owning a car is actually HIGHER than YOU THINK!

Comment Count from Revenue, Roads theme(s): 3

## Revenue, Transit

Date	COMMENT RESPONSE
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11/12/2014 Comment on "Step by step rather than all at once": Too much of the Penny for Pinellas is being spent on roads, which was falsely touted as a funding project mostly for public transit and bike paths. It's time for Penny for Pinellas to ride off into the Sunset and be replaced by a gasoline tax increase to fund the construction of new roads. Otherwise, amend the Penny for Pinellas and increase the shares for funding for public transit, bike paths, and rideshare programs, and reduce the funding for roads to cover much needed safety improvements and repairs only. NO MONEY FOR TOLL ROADS OR TOLL LANES or new road construction! If toll roads can't pay for themselves, and the debt has to be refinanced over a longer period of time, raise the tolls or open them up as a freeway and use a gas tax to pay for it until the debt, including the interest is paid off in full.

Comment Count from Revenue, Transit theme(s): 1

## Revenue, Transit, Congestion

Date	COMMENT RESPONSE
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You're too late to offer that suggestion K G. The commission already voted on that back in April last year. Saying "no" is NOT going to solve the problem, either. Traffic WILL get worse if this does not pass, trains or no trains, bus rapid or more bus service being cut. If this WON'T reduce the county property taxes as some citics have claimed, then the county needs to cut off funding to ALL new road construction projects immediately and leave them for the dust bin. Police and fire protection, clean water, good education, and a good court system are far more important than building more new roads to benefit greedy developers. Public transit is pennies compared to new road construction projects.

Comment Count from Revenue, Transit, Congestion theme(s): 1

## Rideshare

### COMMENT RESPONSE

- 5/5/2014 Comment on "Develop a 'Commuter computer' rideshare plan": That's better than nothing at all ever Cate L. Sorry to hear it lasted for such a short period of time. As a child, my mom and dad were very good about organizing carpools through dad's employer and classmates parents where I went to school. My siblings and I all had bicycles and we even rode the bus once in a while
- 5/5/2014 Comment on: "Develop a 'Commuter computer' rideshare plan": Craigslist is NOT a reliable source for anything-merchandise, services, employment. I've heard a lot of criticism about it from law enforcement officers. TBARTA can set up their own "commuter computer" instead of going through the red tape of a third party provider, which Craigslist is.
- 5/10/2014 The More the Merrier: I think services like Lyft and Uber are good options to have--flexible and low cost. I've carpooled before and its harder to coordinate, I used to commute from my home in St. Petersburg to work in Clearwater. First, there was only one other person doing that commute that was also interested in carpooling. And second, there is a weird social aspect to it--I prefer anonymity/transactional relationships in how I get from point A to point B.

Comment Count from Rideshare theme(s): 3

## Rideshare, Affordability/Cost

### COMMENT RESPONSE

- 5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": Two European companies, BlaBlaCar, based in Paris, and Carpooling.com, based in Munich, are global leaders in ride-sharing. With recent capital infusions from outside investors, they are accelerating international expansion. The volume of business is impressive. BlaBlaCar says it arranges 400,000 rides a month — the equivalent of more than 1,000 French high-speed trains, loaded to capacity. The number of drivers and passengers who have registered on the site has grown from 100,000 in 2009 to 2.3 million today. [http://www.nytimes.com/2012/10/01/technology/ride-sharing-services-grow-popular-in-europe.html?pagewanted=all&\\_r=0](http://www.nytimes.com/2012/10/01/technology/ride-sharing-services-grow-popular-in-europe.html?pagewanted=all&_r=0) Many who favor trains look to Europe as an example - will we now consider the European experience with ride sharing? "It's a lot cheaper than the train, and more pleasant, too, because you can talk to the other people in the car," he said. And there's more good news: we do not have to raise taxes by \$114 million/year to support ride sharing.
- 5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": The primary reason ride sharing is not as easy as I think is government regulation and lack of education/awareness. We didn't have smart phones ten years ago. Now we do. And our younger riders love ride sharing, this from an article about millennials: "....Millennials who look to live in walkable, urban locations and prefer car-sharing services like ZipCar or ride sharing services like Uber." Sure, it will take time for ride sharing to mature - but it will not take five to ten years (the bus expansion is scheduled to be completed in five years, the train in ten). In the meantime, people who need/want to get back and forth across the county, north and south, east and west, will continue to buy newer and more efficient cars. Maybe some will even buy electric cars. In fact, we could buy roughly 125,000 electric cars for the cost of a train - they could be available to riders and we could have a manufacturing plant right here in Pinellas county with more permanent and higher paying jobs than a transit system can offer. But we do not need them. The empty seats will be marketed effectively and there will be no need for additional buses or a train. Riders who need help will be subsidized for a small fraction of the capital and operating costs of any transit system. A 2010 survey at the University of California, Berkeley found 20% of respondents willing to use real-time ridesharing at least once a week; and real-time ridesharing was more popular among current drive-alone commuters (30%) than transit or non-motorized commuters. The top obstacles to using real-time ridesharing were short trip lengths and the added time of ride logistics. (this was in 2011 - significant improvements since then)

Comment Count from Rideshare, Affordability/Cost theme(s): 2

## Rideshare, Bus, Traffic Law Enforcement

### COMMENT RESPONSE

- 10/31/2012 To improve transit system in this county – offer more share ride programs, express transportation for working people (to and from park and ride and convenient schedules). Motor vehicle dept. needs to better inform bicyclists – pedestrians- etc. of laws. Inform tourists of rules and laws of state.

Comment Count from Rideshare, Bus, Traffic Law Enforcement theme(s): 1

## Rideshare, Community needs

Date	COMMENT RESPONSE
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5/2/2014 Implement and support ALL ride sharing services and apps: We have at least 500,000 cars in Pinellas County moving all over the place with how many empty seats? At least 500,000? These cars are going from wherever people are to wherever they want to go. This is a transportation "natural resource" that can never be equalled by ANY public transit system, no matter how much we invest. And it will never diminish over the years - it is totally sustainable, at least until cars are made illegal.

PSTA estimates 9,000 weekday riders on the \$2.5 BILLION train/streetcar from St. Pete to Clearwater - in 2035, ten years after completion. That many seats are available today in cars making that same trip between almost any two points in the county, especially between St. Petersburg and Tampa and many points in between.

If there is indeed a need to accommodate 9,000 riders per weekday, that can be easily confirmed by implementing ride sharing services now and subsidizing any required payments just like we currently subsidize bus riders up to \$7.00 per ride.

Comment Count from Rideshare, Community needs theme(s): 1

## Rideshare, Crosswalks, Roads

Date	COMMENT RESPONSE
------	---------------------

10/31/2012 Carpool, bike, ped crossings

Transportation – Improved roads, express lanes, carpool lanes. Funded by state and industry, tolls. We need more than 1 highway (275)

Comment Count from Rideshare, Crosswalks, Roads theme(s): 1

## Rideshare, Rail, Multi-Modal

Date	COMMENT RESPONSE
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5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": No size fits all John B., but some of those persons who are using Zipcar in places like Los Angeles and Washington, DC, are also regular rail riders. That's where the train adds a little time value, too. I'd rather not sit in a car clogged in traffic where it takes two hours to go 22 miles when I could have hopped a train and made the trip in an hour. I get off the train, my car is parked at the station, and I drive home. I have friend of mine in Los Angeles who does that. His wife likes the idea in case her car conks out, she can go over to the train station and use my friend's car for the rest of day and she will either pick him up in the evening or he will take a bus home. It works out well for his family needs. But putting together a good rideshare plan takes time and research, that does not come overnight. Road capacity is limited, and when too many people want to travel at the same time, the roads are clogged, just like buses, boats, trains and airplanes fill to capacity. Still, I find more than two-thirds of all vehicles on roads, streets, and highways with less than two occupants in them, and those empty seats translates to lots of expensive dollars to build new roads, unnecessarily some times, forcing people out of their homes or relocate their businesses.

Comment Count from Rideshare, Rail, Multi-Modal theme(s): 1

## Rideshare, Safety

Date	COMMENT RESPONSE
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7/2/2014 Great idea, but taxi drivers do get stiffed occasionally...: even mugged or worse. Some vetting of the customers would be in order.

Comment Count from Rideshare, Safety theme(s): 1

## Rideshare, Technology

COMMENT  
RESPONSE

Date

- 5/5/2014 Develop a "Commuter Computer" rideshare plan: People who want to carpool or vanpool should have a dependable local resource to turn to. I lived in Los Angeles for seven years and they had something called "commuter computer" that made such arrangements.
- 5/5/2014 Comment on "Develop a 'Commuter computer' rideshare plan": Thanks TBARTA for implementing my idea. It's a small step, but it is a piece of the big puzzle we need to put together to solve our transportation problems here in the Tampa Bay area.
- 5/5/2014 Comment on "Develop a 'Commuter computer' rideshare plan": TBARTA has a ride matching system (<https://www.rideproweb.com/TBARTA/service.asp?Authenticated=False>). I used it when I was working in Clearwater and living in St. Petersburg. There was literally only one other person in the system that had the same commute and it was only temporary (she was a student that was interning for 3 months in Clearwater). So it worked for that 3 months.
- 5/5/2014 Comment on "Develop a 'Commuter computer' rideshare plan": Sounds similar to Craigslist's rideshare? <http://losangeles.craigslist.org/rid/> Just developing a "commuter computer" will not get people to use it, I think the county should just embrace existing sites like Craigslist's ridesharing and encourage its use. Craigslist already has the users base. I don't need another app or another set of logins just for a website to find me a ride. I personally also would not use ride sharing with a stranger and would prefer a bus. So maybe ride sharing is not such a great idea.

Comment Count from Rideshare, Technology theme(s): 4

## Rideshare, Technology, Congestion

COMMENT  
RESPONSE

Date

- 5/2/2014 Ride Sharing Applications: Promote ride sharing applications for work commuting trips like Uber, Lyft, and Erideshare so that fewer vehicles will be involved at commuting times.
- "One of the greatest waste in resources in America are those extra seats in those cars that are traveling every day. The opportunities to fill those seats in various ways is immensely valuable."
- Alan Pisarski, transportation expert and author of "Commuting in America"

Comment Count from Rideshare, Technology, Congestion theme(s): 1

## Rideshare, Transit

COMMENT  
RESPONSE

Date

- 5/2/2014 Promote alternative private transportation options such as Lyft and other smart phone app services as well as consider shuttle bus services! How about shuttle buses for events at the various venues around the County? Shuttle buses to and from TIA, PIE and hotels around the county? Shuttle buses with parking at select parking lots would reduce the number of vehicles on the roads. A nominal fee could be charged for these shuttles and may even boost attendance at events at many of the venues in our County. Perhaps the County and PSTA could partner with owners of the various venues and airports to develop such services. There are large groups coming from the same areas who all currently need a separate vehicle to get from or near home to the many great events and venues in Pinellas. Same for businesses whose employees could benefit as well from shuttle services to the same work locations. Partner with businesses for employee shuttles. Please consider these and similar options.

Comment Count from Rideshare, Transit theme(s): 1

5/2/2014 How about Metromover or Sky Train?: Lyft and UberX are great alternatives to supplement existing transportation options in Pinellas, but.....Miami's Metromover <https://en.wikipedia.org/wiki/Metromover>) can be easily applied to helping people get around in downtowns like St. Pete and Clearwater, moving people through these cities and out to beaches, hotels, cultural events and venues, etc. Pinellas needs to start small and let these cities decide what is best for them and their resident, workforce, and tourist populations. These two cities can then be connected with another rail connection like the Sky Train (<http://skytraincorp.com>) somewhere down the line. Pinellas needs to crawl before it can run and needs to come up with a viable plan to move us forward. The current "light rail" proposal (which is actually a commuter rail) for Pinellas is too aggressive, too outdated and too expensive. We need to look to the future for our transportation needs, not the past.

Comment Count from Rideshare, Transit, Technology theme(s): 1

- 10/31/2012 I think it would benefit the people and tourists of Pinellas County if a 1 cent sales tax or 5 cent gas tax is added to be used to build non-stop overpasses on U.S. 19 from the Skyway to Pasco County. This would alleviate the congestion currently on U.S. 19 and allow it to be used for local travel more than for commuting from one end of the county to the other.
- 5/2/2013 "Connect 54th Ave from Park St. to Seminole Blvd." idea: Bay Pines Blvd is the only East/West between Central and Park.
- 5/2/2013 "Straighten kink in road just west of Duhme" idea: With no left turn from Walker, there is more traffic on Grove which is very tight for two way traffic due to a kink in the pavement.
- 7/31/2013 "Dangerous situation at Enterprise Rd and US 19" idea: The Enterprise Road and US19 intersection was closed to through- traffic recently and eliminated the traffic light, but still allows right-turns to access north US 19. This creates an extremely dangerous situation. It requires vehicles that are turning right onto US 19 north without a traffic light, to attempt to merge from a dead stop into traffic that is moving approximately 55 mph. Without a traffic light, there are few breaks in the continuously moving traffic. This dangerous situation could have been prevented simply by constructing a very short temporary lane to allow turning vehicles to accelerate prior to merging with the fast moving traffic. This dangerous situation should be corrected immediately to prevent a potentially horrible event from happening.
- 11/16/2012 Comment on: "The bulk of efforts should go toward 4 marque projects: 1) Complete the US 19 conversion to a limited access freeway from Pinellas Park north to the Pasco/Pinellas county line, as north county is in dire need of a north-south freeway for easier access to St. Pete and Tampa (and vice versa).  
2) Complete the freeway connection from US19 to I-275 along 118th Avenue as this would create one contiguous stop-light-free route north-south through the county, which would do wonders for traffic and economic development;  
3) Build light rail as proposed through the alternative analysis study recently completed and in coordination with efforts in Hillsborough County. The key to this really is the Pinellas/Hillsborough connection, as there is opportunity to connect all the region's major urban/employment centers all at once (downtown St. Pete, Gateway, downtown Clearwater, Westshore and downtown Tampa).  
4) Implement Bus Rapid Transit and Express Buses along major corridors, particularly along Alternate US 19 from Downtown St. Pete to Tarpon Springs, as this would hit a number of downtowns (St. Pete, Seminole, Largo, Clearwater, Dunedin, Palm Harbor and Tarpon Springs), Ulmerton Road as it is a developing employment corridor, and 49th Street/McMullen Booth/East Lake Road to connect the residential areas to the north to the employment areas in the south of that corridor." From North Pinellas County to South Pinellas County I am now using Bayside Bridge to 49th to 118th to I-275 South. Much faster, safer and more efficient. Thanks.
- 11/16/2012 Comment on: "The bulk of efforts should go toward 4 marque projects: 1) Complete the US 19 conversion to a limited access freeway from Pinellas Park north to the Pasco/Pinellas county line, as north county is in dire need of a north-south freeway for easier access to St. Pete and Tampa (and vice versa).  
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- 11/16/2012 Comment on: "The bulk of efforts should go toward 4 marque projects: 1) Complete the US 19 conversion to a limited access freeway from Pinellas Park north to the Pasco/Pinellas county line, as north county is in dire need of a north-south freeway for easier access to St. Pete and Tampa (and vice versa).  
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Date	
2/26/2013	Convert more main roads into one-way roads, such as Drew St. west bound in Clearwater. Eliminate as many traffic lights as is reasonable and therefore eliminate intersections. Eliminating long waits at traffic lights will save gasoline and keep traffic flowing. This will be good for the economy as it will encourage consumers to move about the community.
2/26/2013	Comment on: "Convert more main roads into one-way roads, such as Drew St. west bound in Clearwater. Eliminate as many traffic lights as is reasonable and therefore eliminate intersections. Eliminating long waits at traffic lights will save gasoline and keep traffic flowing. This will be good for the economy as it will encourage consumers to move about the community." Instead of reverting to one way roads, eliminate left turns except at major signalized intersections where U-Turns are also permitted.
2/26/2013	Comment on: "Convert more main roads into one-way roads, such as Drew St. west bound in Clearwater. Eliminate as many traffic lights as is reasonable and therefore eliminate intersections. Eliminating long waits at traffic lights will save gasoline and keep traffic flowing. This will be good for the economy as it will encourage consumers to move about the community." Also this might be a good watch considering this topic <a href="http://goo.gl/b8dEf">http://goo.gl/b8dEf</a>
2/26/2013	Comment on: "Convert more main roads into one-way roads, such as Drew St. west bound in Clearwater. Eliminate as many traffic lights as is reasonable and therefore eliminate intersections. Eliminating long waits at traffic lights will save gasoline and keep traffic flowing. This will be good for the economy as it will encourage consumers to move about the community." I would agree, Round-a-bout's are more efficient than traffic signals, I wish there were more of them. But on the other hand most of our drivers suck, Clearwater's round-a-bout is a good idea, but the drivers never know when to go, so it's the tourists and elderly that ruin it. Europe has tons of these and their drivers are used to it, plus they have stricter driver training their which yields more confident drivers.
11/15/2012	Comment on: " Gasoline is wasted when many cars are stopped at traffic signals. Eliminating traffic signals would help. In Clearwater convert Drew St. into a one-way street westbound . Convert Druid Road and Belleaire Road into one-way eastbound. Utilizing more one-way roads throughout the county and eliminating traffic lights would keep traffic moving and save gas. Congratulations to the municipalities that have utilized roundabouts and eliminated traffic lights. " I arrived in Pinellas County in 2010 and found the drive going east-west just awful. There is a definite need to eliminate traffic lights and turns to improve traffic flow. Any chance in developing an actual expressway? It's a long stop and go drive out to the beautiful beaches. There is somewhat of the same problem heading north in the county, although improvements are being made on Rt. 19.
11/15/2012	Comment on: " Gasoline is wasted when many cars are stopped at traffic signals. Eliminating traffic signals would help. In Clearwater convert Drew St. into a one-way street westbound . Convert Druid Road and Belleaire Road into one-way eastbound. Utilizing more one-way roads throughout the county and eliminating traffic lights would keep traffic moving and save gas. Congratulations to the municipalities that have utilized roundabouts and eliminated traffic lights. " this is a great idea because very little infrastructure changes would be needed to convert roads to one way. It's a simple change that could have a big impact.
11/15/2012	Comment on: " Gasoline is wasted when many cars are stopped at traffic signals. Eliminating traffic signals would help. In Clearwater convert Drew St. into a one-way street westbound . Convert Druid Road and Belleaire Road into one-way eastbound. Utilizing more one-way roads throughout the county and eliminating traffic lights would keep traffic moving and save gas. Congratulations to the municipalities that have utilized roundabouts and eliminated traffic lights. " Druid Road and Belleaire Road need longer left turn lanes for both north and southbound turns onto Belcher Road.
11/29/2012	102nd Ave/CR 296: Make RT Lane a Right Turn Only to reduce merge problems. Cars heading westbound on this road have to merge after the intersection in the photo and this causes a lot of close calls, and old people get confused and cut you off. If the right lane pictured were a right only turn this would reduce all the merging problems. OR Make 102nd two lanes, and that may be planned but this has been like this for as long as I can remember!
11/29/2012	118th Ave.N. at US 19- I know this is new, but it's silly and not needed. I have seen dozens of drivers go on the outside of it while turning. Every other intersection around operates fine with out these, your supposed to follow the white line!  Also the time at which the driver even sees the sign, process what they see and then act, the driver is already at the sign. There is not enough time for them to "see" it when its located in the middle of a turn.  Also from my motorcycle class experience, drivers "go" where they are "looking". They should be looking into a turn to spot danger, not looking to the outside of it trying to figure what that sign is saying. Were just asking for problems and training drivers wrong.

- 11/29/2012 Comment on: "118th Ave.N. at US 19- I know this is new, but it's silly and not needed. I have seen dozens of drivers go on the outside of it while turning. Every other intersection around operates fine with out these, your supposed to follow the white line!
- Also the time at which the driver even sees the sign, process what they see and then act, the driver is already at the sign. There is not enough time for them to "see" it when its located in the middle of a turn.
- Also from my motorcycle class experience, drivers "go" where they are "looking". They should be looking into a turn to spot danger, not looking to the outside of it trying to figure what that sign is saying. Were just asking for problems and training drivers wrong." Also I would like to point out in the US drivers are trained to drive on the "right" side of things and medians. So I believe this is why drivers have so many problems with this thing.
- 3/5/2013 Longer Left turn lanes EVERYWHERE, US 19 in Palm Harbor: sMake current left and right turn lanes muah longer, where they are double add aU turn type spot lik at US 19S north of Curlew into Sea Breeze
- 3/22/2013 Comment on: "designated bus lanes(HOV) at commuting times up and down the county" HOV lanes on I-275, yes, HOT(toll)lanes NO! Aggressive drivers will weave in and out of HOT lanes to duck the tolls creating a traffic hazard and clog up traffic. Instead have the sheriff's Department or the FL Hiway patrol hand out tickets to violators of HOV lanes, and offer violators an incentive to try carpooling, vanpools, or public transit to have their fines reduced or dismissed. HOV lanes should be for use by those helping to alleviate traffic congestion, not by single occupant vehicles clogging up traffic. The only exception should be motorcycles (allow riding two abreast) or for emergency vehicles answering to a response.
- 9/24/2013 Why is it that we're planting trees in the middle of the road all over the city and putting extra medians everywhere? Difficult for anything other than a small passenger car to get around in St. Pete.
- 9/24/2013 What happened tp Sunset Point expansion? Never happened.
- 8/25/2013 Widen north/south roadways: Traveling east/west is pretty simple from Pinellas County. However, traveling north/south is limited on the west side of the county. There are no 'quick' ways to go north or south from the western part of the county, and widening the roadways would be one solution.
- 2/5/2014 This is one of the most confusing things: This is one of the most confusing things about navigating in Pinellas County. When the road is the same roadway and the names change it is confusing to both visitors and new residents alike. It can also be confusing to new members of first responder agencies that could delay response to emergencies. Be consistent with street names. Select a name for a road and stick to it. Another confusing thing are road signs that read "Old Exit XX". This can also be confusing to drivers, especially at night and for those not familiar with our roads. One additional thing - road sign directions need to be clearer directing drivers to and from different areas, highways or venues. I went in circles the first time I went to the Straz just by trying to follow the signs back to 275. Please take the time to have staff dive these roads and try to navigate by signs only - no GPS, no driver memory and see if they can navigate just by the signs. This should help identify problem areas.
- 2/5/2014 Yes, I did find it confusing when I first moved to Largo: I've lived here about 7 years and now I'm not confused, just frustrated that a county would have so many streets that have name changes. What must tourists think?
- 2/6/2014 Give it a route # that would be easy to remember: Maybe the state highway funding could help on this one, or even a county road number, but make sure that the county road number is placed on all identifying street name signs, too.
- 2/6/2014 Not at all: And people using GPS probably don't care either. Try to focus, people. What matters is USE LESS FOSSIL FUEL. What a road is called probably isn't going to have much effect on that problem
- 2/7/2014 Yes: Grid systems with numbers for street and avenue names with a corresponding cardinal direction (e.g., N, S, E, W) is the easiest system for those new to the area and tourists to understand. However, many times natives are attached to the place-name of particular roads, whether for sentimental or practical reasons. So weighing these in balance I like Steve C.'s idea of giving streets that cross jurisdictional boundaries a countywide identifier (e.g., route number, etc.). If we had a do-over a grid system as described above would be the least confusing. Other wayfinding issues that are confusing (and waste gas and time) are too many one-way streets, streets dead-ending then picking back up blocks or miles later, and one-way streets becoming two-way for a portion then switching back to one-ways.
- 2/11/2014 Yes! BUT.... I finally learned the names and where they change after living here for 15 years. It's actually not that bad, but it is confusing to those new to the county. I think it would be a good idea to carry one name for continous routes.

## Roads

### COMMENT RESPONSE

- 2/11/2014** Give streets like this a route# that is easy to remember: Have this route number placed on all signs identifying the roads at intersecting streets along with their street names. Example in your picture: add a County Road 1 sign next to the name "Keene" and "Starkey" and "Park/Starkey" on all 3 signs. Simple enough to understand.
- 1/24/2014** Better bus service (e.g., more frequent , expanded routes, earlier/late service, weekend service): Don't build toll roads
- 7/15/2014** Comment on "Worst roads are the ones on which empty PSTA buses travel": Your comment rings hollow Tom Rask. If you were serious, you would edit your say so to meet the less than 1,000 characters criteria. Your excuse is just as worse as those who cannot honor the time limit for speaking at public hearings, and continue to ramble on for another minute or two. We need solutions to solve our transportation woes, not excuses. Just because we have never had local rail, let alone even bus rapid, does not mean it will not work here. We've tried toll roads, and they have failed. People don't want to pay more for driving and the 118th Ave. extension project needs to be scotched out from the list. The 118th Ave. extension will do NOTHING to solve transportation woes to/from Tampa. If Governor Scott would have had any common sense, he should have vetoed that project.
- 8/12/2014** Comment on "US 19": The above intersection pictured is at Bellaire Rd. A flyover is currently under construction. Problem solved when it is finished and open to traffic. US 19 will be just like a freeway with frontage roads when this portion is done.
- 9/5/2014** Comment on "widen 62nd ave n. between 34th st and belcher rd.": Is 62nd St. 4 lanes with no left hand turn lane, or is it 5 narrow lanes, including the left hand turn lane? If it is the former, reduce 62nd St. to two lanes WITH a left hand turn lane, much like what Clearwater did on Fort Harrison. If it is the later, then it goes to prove that 62nd St. was widened on the cheap and safety was compromised, because a few NIMBY's didn't want to give up a couple feet of space in their yards to make the road safer. If the street has parking space on the curbs, then it is time to ban parking along the street, especially if it is a four-lane road with no middle left hand turn lane.
- 9/5/2014** Comment on "widen 62nd ave n. between 34th st and belcher rd.": great idea
- 11/18/2014** Communication: Where is the KEY that tells me what your Blue & Red lines Mean?  
As the software did not allow us to add a key to the map, the description below the map provides the key. The blue lines are projects that we can reasonably assume will be funded for construction by 2040. The red lines are those projects that we are not assuming will be funded by 2040. Thank you for taking the time to review our questions and we look forward to your comments!

Comment Count from Roads theme(s): 35

## Roads, Accessibility

### COMMENT RESPONSE

- 2/2/2014** ...not sure what that is: ...I suppose the picture to the left of the question is supposed to be a hint, in which case it's easy...just don't let cars in the area. Have trolleys running back and forth. Obviously, it's already known how to encourage 'walkable neighborhoods'...just do the things shown in the pic.

Comment Count from Roads, Accessibility theme(s): 1

## Roads, Affordability/Cost, Multi-Modal

**COMMENT**  
**RESPONSE**

*Date*

**5/2/2014** Comment on "Implement and support ALL ride sharing services and apps": John B. you can't cut your way out of a budget debt. Look, I drive a big truck over the road and I've seen more than enough orange barrels, orange cones, detour signs, traffic jams, roadside equipment, and crews working that the government is not going to have enough to pay for all these projects. where do they come up with all the money to pay these companies the bonuses, which also risks a shoddy job just to get the extra money? We're all going to pay more for gas soon and there's no getting around it, unless you want to shut down all the road repair projects. It's high time our nation end social welfare for the automobile. The truckers pay far more in diesel taxes every day than what the average car owner pays in a whole month. If you got any better ideas to come up with revenue for road repairs without instituting tolls to benefit greedy overseas investors or a satellite based monitoring system of every mile you drive a vehicle without intruding on our privacy rights, I'm all ears. The truth is the road system is NOT paying for itself because it has to be subsidized from the general funds, our income taxes, property taxes, and other sales taxes that were designated for use other than roads, like schools, parks, water and sewers, health care, prisons, fire and police protection, public transit, trash collection, the justice system, even little things like the libraries. You earlier stated in this forum to raise plate fees, but that's only a drop in the bucket. But you won't be able to do it by cutting funding to other public service projects. If the road funds are drying up, why are we building more road we can't even afford to maintain the ones we have? We're building ourselves into bankruptcy.

Comment Count from Roads, Affordability/Cost, Multi-Modal theme(s): 1

## Roads, Affordability/Cost, Transit

**COMMENT**  
**RESPONSE**

*Date*

**10/29/2013** Comment on "Connect Regions and Create Quality Places": Anything is fine as long as we don't continue to borrow huge sums of money for NEW toll roads. The trucking industry for the most part does not support toll roads, and that also increases the costs of goods sold. Most of the newer privatized toll roads around the nation are currently having financial problems and have NOT done anything to solve congestion woes on existing roads. New highway funds need to be redirected to keeping the infrastructure in a good state of repair and make much needed safety improvements, as well as build projects like light rail, bus rapid, commuter trains, bike paths, ferry boats, and ride sharing that will expand the alternative choices of travel. Don't restrict truck traffic to the 2 right hand lanes only as that will crowd up those lanes even more and make it more difficult for ALL motorists to get on and off highways. Make the far left lane an HOV lane for the benefit of those who ride share and take public transit helping traffic flow without tolls.

Comment Count from Roads, Affordability/Cost, Transit theme(s): 1

## Roads, Bike Lanes, Bus

**COMMENT**  
**RESPONSE**

*Date*

**10/30/2012** I would like to see more funding to help with transportation. More lanes on roadways, more bicycle lanes to be safer for people to ride their bicycles on the roads. Have more bus routes and longer times for buses to run later. Have busses run from Pinellas to Tampa more.

Comment Count from Roads, Bike Lanes, Bus theme(s): 1

## Roads, Bus

Date	COMMENT RESPONSE
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9/5/2014 Widen 62nd Ave N. between 34th St. and Belcher Rd: if 62nd ave n. is widened maybe we can get badly needed bus service. i was told years ago by a pinellas park council person that 62nd ave n, was too narrow for buses to operate.

### Referred to Appropriate Party

For 62nd Ave. N., the plan is widen the section from 34th to 49th streets to 4 lanes, with a center turn lane in the middle. From 49th to 66th streets, the plan is only to enhance the corridor, adding sidewalks, bike lanes, improving intersections and perhaps adding turn lanes at certain intersections. The nature of the uses along the corridor are not conducive to widening, however, this second section has not undergone a detailed study, so specific plans are not available at this time. Transit along the corridor was removed years ago, due to low ridership, but both Park Blvd. and 54th Ave. N. have bus service at this time.

### Next Steps

Future transit plans include a circulator in the Pinellas Park area. The exact routing for that service has yet to be determined, and this corridor will be included in the evaluation of where this service should go.

11/14/2014 widen 62nd ave n between 34th st and belcher rd n: it is long overdue so we can get badly needed bus service along this stretch of 62nd ave.

For 62nd Ave. N., the plan is widen the section from 34th to 49th streets to 4 lanes, with a center turn lane in the middle. From 49th to 66th streets, the plan is only to enhance the corridor, adding sidewalks, bike lanes, improving intersections and perhaps adding turn lanes at certain intersections. The nature of the uses along the corridor are not conducive to widening, however, this second section has not undergone a detailed study, so specific plans are not available at this time. Transit along the corridor was removed years ago, due to low ridership, but both Park Blvd. and 54th Ave. N. have bus service at this time.

11/14/2014 Comment on "widen 62nd ave n between 34th st and belcher rd n": I noticed a PSTA bus running on a street much more narrow than 62nd Ave., so something is wrong with the politics on why not this cannot be done.

Comment Count from Roads, Bus theme(s): 3

## Roads, Bus, Accountability

Date	COMMENT RESPONSE
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10/30/2012 Please make good use of our economic resources and improve the transportation system by:

- Fixing U.S. 19 by making it an expressway with easy access to local business and commerce areas
- Creating a public transportation system that is dynamic and easily accessible to commuters (constant flow of buses, and an intelligent network of routes)

Comment Count from Roads, Bus, Accountability theme(s): 1

## Roads, Bus, Jobs

Date	COMMENT RESPONSE
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10/31/2012 I feel that we need a better system using overpasses and more express busses to other counties. That would benefit employment.

Comment Count from Roads, Bus, Jobs theme(s): 1

## Roads, Bus, Rail

Date	COMMENT RESPONSE
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11/1/2012 Bicycle riders hoarding the road – disregarding auto/truck vehicles.  
Better roadways to make traffic less congested, build a better bus system, build a train system.

11/1/2012 As we are reflecting on transportation issues this date it would appear our collective concerns include expediency in road construction completion (US 19 esp), transit service that can be more inviting to a larger clientele with better schedule, routes reaching desirable destinations more directly and expediently; a high speed rail at some point in time is inevitable (funding, at the moment is both challenging and a mystery to me) the light system could be better synchronized.  
There is concern for bicycle safety. Perhaps wider lanes and perhaps more racks added to public transit for their transportation to other communities.

Comment Count from Roads, Bus, Rail theme(s): 2

## Roads, Congestion

Date	COMMENT RESPONSE
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- 8/21/2013 Expand 102nd to four lanes to 113th: There are too many residential turn offs from 102nd to be limited to a single lane. Traffic gets bottle necked. Also, four lanes would allow school buses to make safer stops.
- 5/2/2014 Comment on "Remove toll roads": If existing toll roads were converted to non-toll roads it would provide alternative routes and additional lanes to the same destinations while relieving congestion. If this is not a possibility, consider allowing free use of all toll roads in Florida during commute times!
- 5/7/2014 Comment on "Don't build any more toll roads or toll lanes": The above picture is of the cutoff from I-94 to the Dan Ryan Skyway toll road during a typical Chicago rush hour. Despite the fact that the Dan Ryan is a SHORTER route, very few, vehicles opt for use of the toll road despite the traffic jam on the I-94 freeway.

Comment Count from Roads, Congestion theme(s): 3

## Roads, Construction Timing/Coordination

Date	COMMENT RESPONSE
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- 10/30/2012 As a driver I have to lean more toward road improvements. I'm not against transit improvements but I don't use it so personally I would like to see the roads improved in areas where traffic is the worst, but I think it is also important to get it done in the most timely and practical way possible because it would be pointless to improve the roads if construction was longer and more drawn out than it needs to be, and construction should also be thought out better because I've seen many situations where traffic was held up due to poor planning in routing traffic around construction.

Comment Count from Roads, Construction Timing/Coordination theme(s): 1

## Roads, Freight

Date	COMMENT RESPONSE
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- 11/15/2014 Do NOT impose truck lane restrictions on freeways!: I can make a valid strong point for this since I've held a CDL for 3 decades. It's a simple fact that MOST on ramps and off ramps along freeways are on the right side of the road. Forcing trucks and limiting them to the two right hand lanes increases traffic volume in those 2 right-hand lanes and makes it harder for ALL motorists getting on or off the highway. By allowing trucks to use the left lanes, with the exception of ONLY a designated diamond lane for HOV use, which is understandable, that allows for more free flow of traffic. I've noticed in many areas where that restriction is imposed, that has caused MANY car/truck accidents because aggressive speeding drivers in smaller vehicles won't slow down! Trucks are capable of keeping up with traffic with higher speeds in left lanes. Smarter drivers, regardless of vehicle size, will stay in the right hand lanes when driving slower. Accidents happen not because of vehicle size, they happen because of the idiot who is behind the wheel!

Comment Count from Roads, Freight theme(s): 1

## Roads, Growth/Land Use

COMMENT  
RESPONSE

Date

11/14/2014 Concentrate on the Present: Trying to plan for road improvements in 2040 - 25 years into the future - is unrealistic. Planning for future road projects should be concentrated on 5-year plans, at most looking maybe 10 years into the future. Too many changes can occur within 5 years, let alone 25 years. Current road improvements run beyond scheduled completion dates and the county suffers may years of commuting delays, closed businesses, lost revenues, and cost overruns. Concentrate on completing what is currently in progress. Look to and plan for the future with realistic goals in mind. Just look at the map. Too many concurrent projects will continue to give our county bad press when it comes to road construction, detours, empty malls, lost jobs, etc. It's not just about the roads, there is an effect on the whole community at large and how people decide to visit and commute on the roads within it.

Thank you for your comment. The purpose of the Pinellas Transportation Plan (PTP) is to identify all current and future projects, so that when funding is available, they can proceed quickly. We update the PTP every five years to account for the many changes that occur, both in the revenue picture and in the need for the projects. The MPO also maintains a Congestion Management Process, that identifies smaller-scale improvements that can be implemented quickly and usually at a lower cost than the major projects identified in the PTP.

11/14/2014 Comment on "Concentrate on the Present": Planning short-term alone won't help Phillip M, you must do both, and then prioritize. Too many easy short-term fixes lead to big consequences in the long term. It's like a house with a leaky roof.

11/14/2014 Comment on "Concentrate on the Present": Steve while your insights on the driving abilities of some drivers and the political aspects of our governmental system seems that you are aware of the reality of the situation... This particular 'IDEA' is to discuss that the planning committee Cannot Realistically plan for 2040!

Comment Count from Roads, Growth/Land Use theme(s): 3

## Roads, Multi-Modal, Transit

COMMENT  
RESPONSE

Date

1/24/2014 Improve traffic signal timing: Toll roads are not a transportation option, only a driving option. Most truckers will not use them as tolls are expensive and will often take alternate routes to avoid the tolls. By doing so, truckers are saving us money on the cost of goods sold. They have to pass on the costs of tolls to the distributors they deliver to, whom in turn pass them onto the merchants who sell the goods in their stores, even if you buy it online! Most bay area toll roads have not done anything to solve our traffic woes and failed to relieve congestion on the roads they were intended to do so. Many new toll roads are being run by greedy foreign investors placing profits above road maintenance and safety, and some are already bankrupt. Our highway money would be much better spent on keeping our existing roads and bridges in a good state of repair, and making much needed safety improvements on older antiquated streets and roads. Even a small share to provide real alternate transportation such as rail and ferry boat service, improving and expanding the bus service, building bike paths, and transit services in remote areas for the handicapped and disabled will go along way. We have an increasing senior population that could use these services and it would be good for our tourist industry, too. The alternatives can be built upon existing rights-of-ways instead of taking out more of what last remains of our state's agriculture industry and having people being forced to relocate their homes and businesses, and avoid countless lawsuits over the issues of eminent domain. Let's make the most of and improve on what we already have with a minimum of litigation and other bureaucratic red tape. with something to serve the interests of the people, not big money and a wealth dictatorship. Just think of all the good long-term public service sector jobs that will be created, too.

Comment Count from Roads, Multi-Modal, Transit theme(s): 1

## Roads, Rail

COMMENT  
RESPONSE

Date

10/31/2012 Make highway 19 into 6 lane freeway north to south. Add a commuter train system north to south Pinellas. Gulf to Bay to Tampa along Courtney Campbell Causeway

Comment Count from Roads, Rail theme(s): 1

## Roads, Rail, Accountability

COMMENT  
RESPONSE

Date

11/1/2012 Here is the number one thing the commissioner for transportation should do to make things better; for every penny set aside in the tax if you take a penny out for roads, use it for the roads fix that road then the other penny use it for higher speed rail if it takes 10 years to save up then get the high speed rail, the other penny used for something use it for that only that.

Comment Count from Roads, Rail, Accountability theme(s): 1

## Roads, Rail, Bus

Date	COMMENT RESPONSE
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11/16/2012 The bulk of efforts should go toward 4 marquee projects:

- 1) Complete the US 19 conversion to a limited access freeway from Pinellas Park north to the Pasco/Pinellas county line, as north county is in dire need of a north-south freeway for easier access to St. Pete and Tampa (and vice versa).
- 2) Complete the freeway connection from US19 to I-275 along 118th Avenue as this would create one contiguous stop-light-free route north-south through the county, which would do wonders for traffic and economic development;
- 3) Build light rail as proposed through the alternative analysis study recently completed and in coordination with efforts in Hillsborough County. The key to this really is the Pinellas/Hillsborough connection, as there is opportunity to connect all the region's major urban/employment centers all at once (downtown St. Pete, Gateway, downtown Clearwater, Westshore and downtown Tampa).
- 4) Implement Bus Rapid Transit and Express Buses along major corridors, particularly along Alternate US 19 from Downtown St. Pete to Tarpon Springs, as this would hit a number of downtowns (St. Pete, Seminole, Largo, Clearwater, Dunedin, Palm Harbor and Tarpon Springs), Ulmerton Road as it is a developing employment corridor, and 49th Street/McMullen Booth/East Lake Road to connect the residential areas to the north to the employment areas in the south of that corridor.

Comment Count from Roads, Rail, Bus theme(s): 1

## Roads, Rail, Rideshare

Date	COMMENT RESPONSE
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- 10/31/2012
1. Make Hwy 19 a 6 lane overhead freeway or toll road like the Leroy Selmon in Tampa
  2. Construct a commuter train system below the 19 Hwy running from Holiday to downtown St. Petersburg.
  3. Complete all current construction highway projects as soon as possible to alleviate current traffic jams and safety hazards
  4. Institute car pooling and car pooling lanes
  5. Also use east-west transit from DTW Clearwater to Tampa

Comment Count from Roads, Rail, Rideshare theme(s): 1

- 1/24/2014** Improve and add more trails: Even without booths by using electronic technology, I've noticed the new "toll by plate" on the new Selmon Expressway will hit you up for administrative fees in addition to your toll if you don't have SunPass. since there is no notice about the fees on the signs as you enter the toll road, that is outright theft by the administrator of the toll road. the primary purpose of those toll roads are to return a profit to the investors, not a conveyance for traveling public to use. Even if hired hands were collecting tolls, they would be paid no more than minimum wage with little or no benefits, working part time. Even simple minor repairs and upkeep would be deferred for the sake of keeping money in the hands of greedy investors. Shut down the toll road administration, close the booths, and let the traffic flow! If there isn't enough money to keep all the roads in a good state of repair, the newer toll roads should never have been built in the first place.
- 1/30/2014** Build/widen more roads: Collecting tolls on roads are a waste. The roads were paid for by taxpayer dollars. Toll booths continue to delay traffic. Agencies that collect tolls need to manage payments and hire additional staff. Toll roads confuse drivers, and should all be toll free anyway. This way more people will use them and save fuel at the same time by avoiding the need to go around them. How much does it cost to collect tolls??? After all of the technology and administrative costs, staff, etc. it probably isn't collecting much in the way of net tolls anyway. If money is the issue, a better way is to add a tax to plate registration and renewal. Wake up! Drivers hate tolls!!!
- 5/2/2014** Remove toll roads: Remove tolls from toll roads and make them accessible to all drivers - after all, taxes paid to build these roads and they aren't used by all due to the added expense. I'm sure that the maintenance of these roads could be paid for in the same manner as non-toll roads. The only ones that benefit are developers as written in the SP Times article written in 2000! Haven't we learned anything? We have very smart individuals currently working in our DOT that can and should figure this out!!
- 11/18/2014** Self-sufficient toll roads: Since toll roads are mostly being built as a driving option, rather than a transportation option, it is important that THOSE WHO WANT TO PAY TOLLS pay for these roads 100% out of tolls alone and NO OTHER SOURCES be funded to build and maintain them! No property taxes, no sales taxes, no public grants, no bonds, no income taxes, no fines and other penalties, and no interest. MOST, if not almost all drivers DO NOT LIKE TO PAY TOLLS, so make the drivers who want these roads and pay toll, pay 100% of their costs. Those costs MUST not be limited to the construction of the road, but also to pay for lighting, landscape maintenance, highway patrol, litter clean up, road and bridge repairs, all emergency services, and most importantly, the debt on the road including all interest payments. If the road goes bankrupt, shut down the toll operations and raise the fuel tax to pay off the debt, including the interest, and keep that tax in place until the last dollar is paid.
- 12/4/2014** No more room to build new highways: The recent US-19 project should be the LAST major highway building project in the area. It's nice that this has been converted to a freeway, with service drives on both sides of the road, however there is no more room to widen or build additional lanes, and there is no room to build new highways, toll roads, or add toll lanes. Many drivers do NOT want to pay more to drive and will NOT use the toll roads or toll lanes. All too often, toll roads are built banking on the idea big trucks will use them; nothing could be further from the truth about that as truckers will take alternate routes to not only save themselves money, but also every consumer money, as those tolls must be passed on in the costs of goods sold. With the limited funding available for roads, it's time to focus on much needed safety improvements and repairs. The current toll roads should be converted to freeways with a gasoline tax to pay off the debt, including interest, and sunset only after the last dollar is paid.
- 12/6/2014** Cancel the 118th toll road extension: Why build such a small extension just to avoid one or two traffic lights at side streets? Has any thought been given to the possible lighting effect and interference with aviation traffic at PIE above 49th Street? Are drivers that dumb enough to go south on 49th St. to 118th Ave. and then go back up north again on I-275 when coming off the Bayside Bridge instead of using Roosevelt Blvd.? Also, going northbound on US-19, a sign at the 49th St. exit directs motorists to stay on US 19 instead of exiting onto 49th St., which is a mile shorter to get to 118th Ave. This project already wreaks the odor of pork-barrel spending and is concocted to benefit the interests of overseas banking investors. Most private toll road projects are broke, and this one proposed by our corrupt state governor is no exception. Take the money away from this project and use it to pay for the acceleration costs the governor imposed on the US 19 project WITHOUT a vote from the people!
- 12/6/2014** No toll road extension to Gandy from Selmon: This is just another grab bag project for greedy toll road hogs. Smart drivers and big trucks will avoid the tolls by taking the Howard Franklin as it will just make crossing the Gandy more expensive with an additional toll, which will also accelerate the wear and tear on the Howard Franklin. Doing so will hasten more truck restrictions, causing inconvenient delays for shippers and receivers, as well as construction companies trying to deliver supplies and materials to repair the roads, needless to say, ALL OF US will pay more for it! Does anybody really want to pay MORE tolls? For those that do, it is time for those parties to put their money where their mouth is and show us the money BEFORE this and any other toll roads or bridges are built. Too often these toll roads go broke, and are refinanced several times over when monies from the interest payments could be used to keep the rest of our road in a good state of repair, instead of greedy pockets of foreign investors. Un-American!

## Roads, Revenue

### COMMENT RESPONSE

**11/17/2014** Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Steve C. You are the expert on toll roads. I don't know anything about toll roads except that I like the Veterans and Selmon toll roads in Hillsborough and look forward to the 275-19 connector, being able to drive from the Skyway to Countryside without a traffic light. How many people in Pinellas care about toll roads? Two? Three?

Comment Count from Roads, Revenue theme(s): 8

## Roads, Revenue, Affordability/Cost

### COMMENT RESPONSE

**1/24/2014** Expand bike lanes: Even an increase in the fuel tax would be more sensible than tolls. With a fuel tax, there is more flexibility to where the funds can be spent and directed to where it is needed the most. With toll roads, those funds are locked in for the road from where the tolls are being collected from. In fact, Governor Scott just opened the door for another toll road destined for bankruptcy on the 118th Ave Expressway project. That is a gas pedal blues project and the governor is falsely dreaming that lots of traffic will use it. It is a project that should have been vetoed and left for the dust bin. If you're coming from Clearwater on US19, why drive all the way down from East Bay or even Ulmerton just to keep the foot on the gas pedal, save no time, put an extra mile on your vehicle, and pay a buck to some greedy foreign investor? And coming north along US19 from Pinellas Park, what are new road builders trying to pull by having signs directing traffic to stay on US19 northwest to 118th Ave. instead of taking 49th St. north directly to 118th Ave, before proceeding east to I-275. Looks like big oil paid somebody to try and fool the motorists into burning up more fuel. Anybody who can read a road map or even follow their GPS won't fall for this. Also, with this toll road proposal, why go south directly on 49th Street from the Bayside Bridge to 118th Ave, then east to I-275, when using Roosevelt Road might be much quicker? Putting this toll road on an elevated structure might also have some concerns about interfering with aviation traffic at PIE. DITCH THE 118TH AVE. EXPRESSWAY PROJECT NOW and use that money to pay for the current cost overruns on the US19 project.

**5/2/2014** Comment on "Remove toll roads": Roads will always need money for certain maintenance needs. While removing the tolls might bring more traffic to those roads, and relief to its adjacent roads, An alternative funding source has to be found. Every day road expenses include more than just patching potholes, but other expenses for roads include things like night lighting, mowing the grass on the right of way, maintenance of signs, and paying the highway patrol to assist motorists where needed and for law enforcement to keep our roads safe, and needless to say, all of the litter that has to be cleaned up by inconsiderate motorists who throw trash out the window. If raising the fuel tax a few cents will take out all of the tolls, I'm in favor of it! However building of new roads needs more scrutiny, and we have too many existing roads and bridges that are in need of repairs and have been neglected for decades, and often that gets set aside because too much money is spent on the new roads. If you can't maintain it, then don't build it.

**5/2/2014** Comment on "Remove toll roads": Trouble with toll roads are that in a lot of cases, the money used to build them was BORROWED, not paid with taxes, and toll road supporters were banking on lots of cars using them and getting big revenues from the high dollar tolls trucks pay. I drive a big truck myself, and most drivers will avoid the toll roads because of the high costs. I do get reimbursed for some tolls, but not all of them. I only use the toll road if I absolutely must to deliver the goods on time. Some of the tolls being collected aren't even enough to pay the interest on the debts that are owed on them. I'd rather see the tolls abolished and raise the fuel tax to help keep the roads in a good state of repair and distribute the funds to where they are needed the most for things like safety improvements, not a cash cow for greedy developers.

**5/7/2014** Don't build any more toll roads or toll lanes: Toll roads are NOT a transportation alternative! Most toll roads have FAILED to alleviate traffic congestion on the roads they were intended to do so. Abolish the toll road authorities and transfer maintenance responsibilities to FDOT. Most truck drivers and motor carriers scorn paying tolls, which also increases the cost of goods sold. To replace toll road revenue, hike the state fuel tax, and then use the funds to keep the existing roads in a good state of repair and focus on much needed safety improvements. That would be more sensible than sinking us further into debt borrowing money for building toll roads on a debt that will NEVER be paid off. We need more transportation alternatives, not DRIVING alternatives! Even a penny or two for public transit projects can help as people who use them are offering motorists traffic relief. WHO LIKES PAYING TOLLS?

Comment Count from Roads, Revenue, Affordability/Cost theme(s): 4

## Roads, Rideshare

<i>Date</i>	<i>COMMENT RESPONSE</i>
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5/14/2014	Comment on "Restrict commercial truck travel during rush hour": There's already a restriction in place on Hercules Ave. in Clearwater between Drew St. and Gulf-to-bay Blvd. I can see some local restrictions on certain city streets, but not on the main highways. One thing that might work is to convert the far left hand lane on I-275 to a diamond lane during rush hours. Restrict use of that lane for buses, carpools, vanpools, and motorcyclists only. Violators can either pay a heavy fine or commit themselves to a ridesharing program for a period of a month or so if they don't want to pay the fine. To take commercial traffic completely off the highways during rush hours is virtually impossible to do and would be difficult to enforce. We need diamond lanes on our highways NOW!
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Comment Count from Roads, Rideshare theme(s): 1

- 11/10/2012** Comment on: "URGENT attention must be given to the safety issues in the area between the entrance to Eckerd College and the toll both on 54th Ave. S. The problem is complex and at least two fold: 1) The speed of the traffic and 2) the volume of traffic, especially on weekends.  
Entrance and egress from Eckerd College is a major safety issue, involving commuter and residential students, faculty and staff, Special Program participants (Evening Students, Adults in the ASPEC and OLLI programs, International Language students, Leadership Development participants, and Special Conference attendee), and evening cultural programs for the community.  
In addition, just a few hundred yards from the Eckerd College entrance there are serious entrance and egress hazards for the residents and those who provide services to Dolphin Cay on the north side and Marina Bay and The Allegro on the south side. Add to this are the challenges provided by the newly developed bike path which now "dumps" on to the Bayway.  
Professional traffic engineers must come up with workable solutions. Among them may be:  
•Speed warning and (school zone) blinkers at the toll booth, going north  
•Speed warning and (school zone) blinkers on the Bayway going W. just pass the 275 ramp.  
•An appropriate control light at the entrance to Eckerd College. This may include some combination of:  
a)A standard Traffic Light  
b)A Traffic Light timed to reflect the varied volumes of traffic during the week days and also the special requirements of weekend." Well before you approach 275 have a dedicated lane to avoid the last minute drivers who all of a sudden realize they need to get in the right lane.
- 4/23/2013** US 19 is a very busy road with a speed limit of 55 MPH. This isn't a problem on the express part of US 19 with no entry and exit points to stores, malls and stores, but north of Hammock Pine Blvd, all the way to the county line, this becomes a real safety issue. There are many entry and exit points and drivers generally drive slower in the right lane. Reducing the speed limit so that drivers can safely enter and exit the many driveways to businesses along this road would improve safety and hopefully reduce accidents. Since drivers primarily use this lane to enter and exit businesses, reducing the speed for this lane would have a small impact on traffic flow.
- 8/25/2013** Comment on "Widen north/south roadways": Unfortunately, that might not be possible since so much infrastructure in the way of buildings and housing have been built very close to the roadways. Fort Harrison in Clearwater used to be a 4-lane road, with NO left hand turn lanes, but has been modified to a two-lane road WITH a center left hand turn lane and bike lanes on both sides, same goes for a portion of Cleveland Street. At least, it's safer than the outdated narrow 4-lane design it used to be. Maybe they could widen Myrtle, and they need to fix Belcher Rd. between Drew St. and Gulf-to-bay Blvd. Those old 4-lane roads are narrow and dangerous.
- 9/18/2013** A Safer County 1/Keene/Starkey Road Corridor: I would like to see permanent electronic/interactive speed posting signs deployed all along the this road corridor in 2-mile intervals, much like the ones used in school zones and crossings. I think that flashing the speed of vehicles (indicating excessive speed) could be a deterrent to the "racetrack" mentality when driving this straight-shot, multi-lane route. Also, I know that these segments were widened to accommodate more traffic, but narrowing them visually at intervals may help reduce excessive speed, especially in the area of the entrance to Eagle Lake Park. The segment between Belleair and East Bay is called "Racetrack Road West" by locals due to the typical excessive speeds by morning and evening rush hour commuters. Residents of side streets off of this corridor have a very difficult time making turns in either direction. My worst fear is that one day someone gets killed trying to turn onto this corridor or turn onto one of the dozens of side streets that are our neighborhoods where we live, not just "race" by on our way somewhere else.
- 8/6/2013** Comment on "A Safer County 1/Keene/Starkey Road Corridor": I can concur with you Elizabeth. There's a hill on Keene Rd. between Lakeview and Nursery that fits your description of the problem.
- 11/14/2014** Comment on "Concentrate on the Present": Unfortunately, this LOWEST corner of the nation has a passion for speed, WHICH IS DEADLY! The speeding fines in this former land of Dixie are a big joke and most southern states are too cheap to care about building roads safe. Chop down the trees, slap a layer of asphalt down, and we got a road! Never mind taking safety into consideration when building a road, curing a good ol' country boys' gas pedal blues is far more important. Many roads in Florida lack shoulders to pull over or even sidewalks on either side of the road for pedestrians where plenty of bike and foot traffic is present. The same applies at intersections with traffic signals where there are no pedestrian signals, even though road striping displays a crosswalk, which is also rare. Speeding fines need to be indexed on an upward curve for each individual mile per hour over the speed limit. Even when I drive, I don't like it when aggressive drivers speed in construction zones, school zones, blow by a school bus, or worse, don't slow down or yield the right of way to emergency vehicles. A lot of this is due to Florida's corrupt brand of politics, which has only been made worse since the beginning of this millennium Florida recently made Fortune Magazine's list for the 10 most politically corrupt states in the nation along with 5 other southern states which included all 3 medalists! NO southern state made the list for being the 10 least corrupt. That number is only going to go up even higher to the top after this last election since the south believes in "Standing your ground", and it's NOTHING to be proud of! On the contrary, we all should be ashamed!

- 11/14/2014 Comment on "Concentrate on the Present": Drivers are complaining about all the cyclists on the road... That is something that cannot wait for even 1 year, much less than 20+. I have no idea how much it costs for repainting stripes on a roadway to accommodate safety for ALL cyclists (including our children to and from school) but Pinellas County is in the top 5 for bicycle related Deaths in Florida... AND Florida is number 1 in the nation! SO PLANNING FOR 2 TO 6 MONTHS down the road for the ever increasing amount of cyclists should be a Number One Deadly Priority!
- 11/14/2014 Comment on "Concentrate on the Present": The present needs to be focused on safety improvements and keeping the current roads in a good state of repair. Building new roads MUST wait if economic times are not good or funding has to be diverted for emergency repairs for instance, a sinkhole swallows a part of a road that is a major artery. Lexus lanes and toll roads can wait.
- 11/14/2014 Widen Belcher Rd. to 5 lanes between Coachman and Gulf-to-Bay: Many areas in this stretch of Belcher Rd. are either four-lane or 5 narrow lanes. The biggest problem is with the left-hand turn lane turning off of southbound Belcher Rd. onto Gulf-to-Bay. This lane is too short and too narrow being an invitation for numerous fender-benders. Getting out of the post office there is a problem since there is no place to turn left onto Belcher out of there. Until the problem is fixed, police need to step up enforcement on aggressive driving in this area. The road needs to be widened to provide a continuous stretch of 5 lanes of equal size. The northeast corner of the intersection at Gulf-to-Bay is very tight on big trucks and a hazard to pedestrians; the poles for the traffic signals on this corner needs to be moved further away from the curb.
- Thank you for your comment. This stretch of road and intersection are a high priority for the MPO and the community as a whole. The MPO and it's partners, including FDOT, the County, the City and PSTA, have completed an assessment of the area and have already begun implementing some of the recommended strategies to improve safety and traffic flow here. Major improvements, such as widening the intersections and extending the turn lanes, require significant investment in land acquisition that are not feasible at this time, but are a priority, as funding becomes available. In addition, the City has installed red light cameras at the intersection to address some of the safety concerns.
- 11/15/2014 Comment on "Do NOT impose truck lane restrictions on freeways!": Increasing traffic volume in those two right hand lanes also raises the risks of accidents, and I've seen the aftermath of far too many of them because this restriction.
- 12/3/2014 Prioritize Safety: Pinellas has a terrible record when it comes to transportation safety, particularly pedestrian safety. The majority of the issues seem to be along 6-lane arterial highways such as 34th St, Gulf-to-Bay, Ulmerton, Gandy/Park Blvd, Tampa Rd, SR 580, 66th St, 49th St, Missouri Ave, Belcher Rd, etc... I would encourage serious consideration of alternatives to widening existing 4-lane roads to 6-lanes, such as what is proposed for priority #25/19. Wide, fast arterials present major safety concerns, negatively impact neighboring residential properties, and do not seem to effectively improve congestion or travel times through the county as compared to a four lane divided roadway, particularly in the long term.
- 12/3/2014 Comment on "Prioritize Safety": A lack of pedestrian signals at many intersections, and an education plan to "push the button" before crossing would save lots of lives. Too many intersections without them do not allow enough time for our seniors, disabled veterans, and handicapped individuals with canes, wheelchairs, or scooters to make it across in time for the light change. Countdown signals should be placed at every crosswalk as both pedestrians/bicyclists and drivers could benefit from them.
- 12/4/2014 Building roundabouts: Roundabouts are NOT needed at "T" intersections or where there are 4-way intersections with all corners intersecting at 90-degree angles. However, the best places for them are where the intersecting streets come in at varying angles, or where another street or roadway is close to the intersections and will be blocked off by traffic trying to cross another intersection, not even giving room for a single truck or even school bus to clear the space between the two intersections. Also, when designing such roundabouts, make the lanes WIDE ENOUGH to allow big trucks and buses to swing completely around the circle WITHOUT encroaching in other lanes. All too often, that is forgotten about just to save a few dollars or save a couple of parking spots, compromising safety. Don't forget to include safety for pedestrians and bicyclists too. Don't build them on the cheap and create more problems later where they will have to be torn up and rebuilt a second time.
- 12/4/2014 Comment on "Building roundabouts": Some roundabouts are being built just for the sake of spending money to spend money. Those can be put on hold or left for the dust bin. Safety should be priority one and second to nothing else! In the Clearwater neighborhood around Cleveland Street just west of Hercules, a few of the roundabouts built there I felt were unnecessary at perfectly square intersections in the middle of residential streets with little traffic. The end of Route 60 at Mandalay in Clearwater Beach is a good example of a roundabout. The previous intersection had another street too short of a distance close to that intersection, so this roundabout helped some of the traffic problems it presented.
- 12/4/2014 Comment on "Building roundabouts": Actual data has shown that not only are roundabouts safer, they allow more vehicles to pass in the same time frame. Actual facts don't lie!

## Roads, Safety

Date	COMMENT RESPONSE
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5/2/2014 Pinellas County is torn up with road construction projects from north to south and from east to west. Please complete the existing road projects before beginning new ones. These projects contribute to traffic congestion and delays and sometimes dangerous driving situations.

Comment Count from Roads, Safety theme(s): 16

## Roads, Safety, Congestion

Date	COMMENT RESPONSE
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8/28/2013 Belcher Rd. Bottleneck: Belcher Rd. between Drew St. all the way south to and including the intersection at Gulf-to-Bay is narrow, cramped, and unsafe. The road needs to be widened to include a left hand turn lane all the way from Drew St. to Gulf-to-Bay. The current left hand turn lanes in this segment were nothing more than cheap fixes to save on costs. Power lines on the east side of Belcher need to be moved about 15 feet or so eastward to open up enough space so that a fifth lane can be added on between Drew St. and Gulf-to-Bay to allow for a left-hand turn lane and a new sidewalk on the east side of Belcher Rd. in this critical stretch. Too many traffic accident happen in this area and Belcher Rd. is bottled up because of its antiquated 4-lane design. Also, it would help to realign and straighten the road across the busy intersection and install new traffic signals at Gulf-to-Bay.

Comment Count from Roads, Safety, Congestion theme(s): 1

## Roads, Safety, Sidewalks

Date	COMMENT RESPONSE
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2/11/2014 Building sidewalks along a new roads a requirement: Many older streets in older neighborhoods were built without sidewalks just because it was assumed everybody will drive. What a foolish mistake just to save a few dollars for the sake of putting an investor's interests ahead of safety. Needless to say those roads were not even wide enough to accommodate parking on either side of the street. If you can't fit safety properly into building a new road or street, then don't build it in the first place, that includes a lane to park cars and sidewalks on both sides of the street. Anything else is obsolete. Stop building narrow two-lane roads with no parking strips or shoulders, by far, the most unsafe roads ever built.

Comment Count from Roads, Safety, Sidewalks theme(s): 1

## Roads, Sidewalks

Date	COMMENT RESPONSE
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8/5/2013 Lighting: Eliminate one-way streets. Two-way streets increase visibility for businesses, reduce vehicle speeds (directional conflict causes drivers to slow down), and wastes less gas (on a one-way street if a driver misses the turn or is looking for parking they have to make three left hand turns to get back to where they were). The whole point of one-way streets is to move auto traffic efficiently--all the emphasis is on the auto--the antithesis of a "complete street". Also, more pedestrian shade is needed--this is Florida--we have heat and torrential downpours. A complete street doesn't just provide a wide sidewalk, it makes it comfortable for the pedestrian. Add shade trees, arcade systems and other shading methods.

Comment Count from Roads, Sidewalks theme(s): 1

## Roads, Signal Timing

Date	COMMENT RESPONSE
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11/1/2012 I believe it would be a benefit to the county to complete current road projects before new ones are started. I also believe that a computer system implemented to control traffic lighting would help the traffic slow and conserve gas within out county.

Comment Count from Roads, Signal Timing theme(s): 1

## Roads, Transit

Date	COMMENT RESPONSE
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5/2/2014 Too much money is being spent on new road projects while ignoring the much needed maintenance and safety upgrades that need to be made to the existing roads. The governor should have vetoed funding for the 118th Ave. Expressway project and redirected those funds to pay for the cost overruns on the US-19 project. Also, I'd like to know where he is going to find the money to pay for accelerating the US-19 project. People are riding public transit in record numbers and he needs to look elsewhere besides cutting public transit and raising bus fares to pay for the shortcomings of road work. Postponement or cancellation of some new highway projects, especially toll roads, would bring better balance to address financial woes and keep the existing infrastructure in a good state of repair. Many of the toll roads are being built out of luxury rather than necessity.

Comment Count from Roads, Transit theme(s): 1

## Roads, Transit, Multi-Modal

Date	COMMENT RESPONSE
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8/6/2013 Comment on "Auto travel lanes with lower speed limits": I agree with you Issac. In St. Petersburg, demolish I-175 and convert that into a boulevard for a trolley line, restaurants, night clubs, and a transportation center serving buses, light rail, trolley service. A parking garage could be built between Tropicana field and I-275. Why do we have to have two short Interstate spur routes into St. Petersburg? Keep I-375 and demolish I-175.

Comment Count from Roads, Transit, Multi-Modal theme(s): 1

## Safety

Date	COMMENT RESPONSE
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10/29/2012 More walkways, people crossing street in middle of road currently, more crosswalks

8/3/2013 Make it (perceived as) safe to reach a greater variety of businesses and employers in Pinellas/Tampa via bike/walking (link with BRT/rail). The ability to do so will allow those of us who lead busy lives to incorporate exercise in our commutes, rather than carving out additional time dedicated solely to exercise.

9/24/2013 No complaints. Busy streets are a little dangerous.

9/24/2013 Why don't school buses go into the large apartment complexes instead of sitting on the highway? It's dangerous! Children were killed.

9/24/2013 What are they looking at for evacuation in case of a major hurricane?

8/5/2013 More trails: Bicycle safety training is paramount to a successful expansion for use of bicycles in Pinellas County. This training should be incorporated as part of a driver's license exam and be mandatory in all driver training classes. More safety campaigns for bicycle safety should be implemented in all media - TV, radio, billboards, newspapers, clubs, etc. to raise awareness of the need to share the road.

10/29/2013 Comment on "Optional, Not Required, Auto Ownership": I have no sources, but am concerned with what I have heard about water transports. I heard ferries had a high rate of accidents.

5/2/2014 Re: survey question "other" answer: make our streets streets and our roads roads (see AC article: <http://www.theatlanticcities.com/commute/2014/01/dangerous-street-design-spreading-through-suburbs/8033/>). Re: Steve C. comment above: our area has a great education program available called Walk Wise Tampa Bay (<http://walkwisetampabay.com/>). You can request a presentation for your office, school, church, civic group, etc.

Comment Count from Safety theme(s): 8

## Safety, Affordability/cost

*COMMENT*  
*RESPONSE*

**10/29/2012** Safety for the pedestrian such as bikers, walkers, runners needs to be increased. I am a wife and mother of five children. My children walk back and forth to school. I worry about their safety every day. I would like to see improvement of this safety plan. Without penalties of high tax cost for Floridians.

Comment Count from Safety, Affordability/cost theme(s): 1

## Safety, Affordability/cost, Signal Timing

*COMMENT*  
*RESPONSE*

**10/29/2012** 1.Safety for pedestrians  
2.Safety for bicyclists  
3.Affordable – fair cost road improvements  
4.Synchronized traffic lights  
5.Keep future growth in the plans  
6.Explore options in public transportation

Comment Count from Safety, Affordability/cost, Signal Timing theme(s): 1

## Safety, Bicycle Amenities

*COMMENT*  
*RESPONSE*

**12/3/2014** Comment on "Fully Fund Planned Trails": The same "look twice" safety advice for motorcycles should apply to all two-wheelers, including bicycles.

Comment Count from Safety, Bicycle Amenities theme(s): 1

## Safety, Bike Lanes

*COMMENT*  
*RESPONSE*

**9/24/2013** I recently heard about a guy that was cycling across the US to see all the MLB stadiums. He was hit by a semi-trailer in Florida with only one stadium to go. What are you doing to ensure the safety of cyclists on the roadways?

Comment Count from Safety, Bike Lanes theme(s): 1

## Safety, Crosswalks

*COMMENT*  
*RESPONSE*

**2/26/2013** Comment on: "Convert more main roads into one-way roads, such as Drew St. west bound in Clearwater. Eliminate as many traffic lights as is reasonable and therefore eliminate intersections. Eliminating long waits at traffic lights will save gasoline and keep traffic flowing. This will be good for the economy as it will encourage consumers to move about the community." Before building any more roundabouts, let's not overlook pedestrian safety! More of the pedestrian safety signals with those flashing yellow lights that blink like those on the police cars seem helpful. At intersections with traffic lights that are near hospitals, clinics, and homes that care for the elderly, the "walk" signal needs to be adjusted to give them more time to cross the street safely, and a safety program needs to be engaged to instruct these folks on proper crosswalk safety and a reminder to "PUSH THE BUTTON!"

Comment Count from Safety, Crosswalks theme(s): 1

## Safety, Crosswalks, Traffic Law Enforcement

*COMMENT*  
*RESPONSE*

**5/2/2014** I've seen all too often pedestrians at crosswalks wave on vehicles which have stopped for them. Don't know if this is out of fear or what, but, if we expect to be respected as pedestrians in crosswalks, we need to acquire the attitude and the courage to know that it's totally OK for drivers to wait for us to make our ways across the street, no matter how slow we're going with walkers, canes, scooters, wheelchairs, etc. It's Florida State law. If we don't USE it, we LOSE it!

Comment Count from Safety, Crosswalks, Traffic Law Enforcement theme(s): 1

## Safety, Multi-Modal

### COMMENT RESPONSE

- 9/24/2013** Please continue to consider the necessary and safe bicycle and pedestrian accommodations that will be required to connect with the primary elements of the transit system. I am highly supportive of the overall program to improve transportation options. Thank you for all your hard work!
- 10/29/2013** Comment on "Optional, Not Required, Auto Ownership": Ferries, buses, trains, and even airplanes have a better safety record than cars do. too many highway deaths are taken for granted.
- 10/29/2013** Comment On "Optional, Not Required, Auto Ownership": Ferry systems in the U.S. are generally safe. For example the Washington state ferry system had 5.02 passenger injuries per million people transported in 2002 (last available data, <http://www.wsdot.wa.gov/research/reports/fullreports/750.1.pdf>). In 2011 the U.S. had 32,367 fatalities on our highways, compared with 820 attributed to waterborne craft ([http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national\\_transportation\\_statistics/html/table\\_02\\_01.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/html/table_02_01.html)). Of course, many more people travel by car than by ferry, so it would be nice to find out the fatality rates of both to compare apples to apples.

Comment Count from Safety, Multi-Modal theme(s): 3

- 11/10/2012** The intersection in front of Eckerd College desperately needs a traffic light. There was a death and life threatening injuries due to a crash just 3 days ago and there's more tragedy waiting to happen. Entering and exiting the college is extremely difficult on a good day. Then the DOT (or whoever makes these decisions) decided to put in a bike path that runs directly across the front entrance to the college making it even more difficult to leave the college. The right turn exit lane from the college onto the Bayway is also extremely dangerous as it's angle doesn't allow for good vision of the oncoming traffic. Leaving the campus to go straight across the Bayway to make a left turn towards the beach is just a disaster waiting to happen and it did! The area needs to be re-evaluated ASAP with the end result being that some type of traffic control is put into place and/or the entrance and exit to and from the college is changed.
- 11/10/2012** Comment on: "The intersection in front of Eckerd College desperately needs a traffic light. There was a death and life threatening injuries due to a crash just 3 days ago and there's more tragedy waiting to happen. Entering and exiting the college is extremely difficult on a good day. Then the DOT (or whoever makes these decisions) decided to put in a bike path that runs directly across the front entrance to the college making it even more difficult to leave the college. The right turn exit lane from the college onto the Bayway is also extremely dangerous as it's angle doesn't allow for good vision of the oncoming traffic. Leaving the campus to go straight across the Bayway to make a left turn towards the beach is just a disaster waiting to happen and it did! The area needs to be re-evaluated ASAP with the end result being that some type of traffic control is put into place and/or the entrance and exit to and from the college is changed." It needs to be pointed out that the light is also needed for those who live in the area of the college. On weekends the traffic going to the beaches and Fort Desoto park can be so heavy that it backs up at the toll booth, leaving those of us who need to get onto 54th Ave S trapped. A light would give us the break we need to cross over to the east going traffic lanes safely.
- 11/10/2012** URGENT attention must be given to the safety issues in the area between the entrance to Eckerd College and the toll both on 54th Ave. S. The problem is complex and at least two fold: 1) The speed of the traffic and 2) the volume of traffic, especially on weekends. Entrance and egress from Eckerd College is a major safety issue, involving commuter and residential students, faculty and staff, Special Program participants (Evening Students, Adults in the ASPEC and OLLI programs, International Language students, Leadership Development participants, and Special Conference attendee), and evening cultural programs for the community. In addition, just a few hundred yards from the Eckerd College entrance there are serious entrance and egress hazards for the residents and those who provide services to Dolphin Cay on the north side and Marina Bay and The Allegro on the south side. Add to this are the challenges provided by the newly developed bike path which now "dumps" on to the Bayway. Professional traffic engineers must come up with workable solutions. Among them may be:
- Speed warning and (school zone) blinkers at the toll booth, going north
  - Speed warning and (school zone) blinkers on the Bayway going W. just pass the 275 ramp.
  - An appropriate control light at the entrance to Eckerd College. This may include some combination of:
    - a)A standard Traffic Light
    - b)A Traffic Light timed to reflect the varied volumes of traffic during the week days and also the special requirements of weekend.
- 12/11/2012** Every time I take SR 60 to McMullen, I always witness this. Someone turns onto McMullen going north from coming east on the Courtney Campbell. They go up the access road to McMullen and attempt to cross 3 lanes of traffic to turn left onto Drew St. Either they make it over, they crash into someone, or they brake until an opening opens for them to get over.
- The best option I can think of is making it easier for drivers Bayview Avenue that is just a little west of here to Drew St. Add a turn lane, widen the street, connect the sidewalks on the right side of Bayview, and add a stop light at Drew St. and Bayview. And at the same time, put some kind of barricade to prevent drivers from trying to cross McMullen. It's a safety hazard for all.
- 11/21/2012** Install a traffic light at the entrance to Eckerd college on 54th Avenue South. A fatal accident occurred here 2 weeks ago and there have been many other accidents at this location. This would also relieve the difficult entrance from Dolphin Cay onto 54th Avenue S.
- 9/9/2014** Safety improvements at freeway ramp intersections: In light of the recent "wrong way" entries onto freeways recently, I have a safety suggestion to help fix the problem. Many of these ramps have traffic signals intersecting the roads where signals are both intersecting sides of a freeway overpass, such as in St. Petersburg. Along the streets intersecting these ramps, replace the far left circular green signal with arrow pointing straight ahead, along with the international no left turn sign with red hash mark directly next to it at intersections BEFORE the overpass. Also, consider placing pavement markings with an arrow pointing straight ahead, and then have them indicate a left turn beyond the intersection while going under the overpass. Spending a few dollars doing this might just save some lives!

## Safety, Sidewalks

COMMENT  
RESPONSE

Date

11/14/2014 Comment on "Continue to press for Progress Energy Trail": A lot of the safety problems involving bikes and pedestrians vs. motor vehicles is because the government tried to get away with building the new roads on the cheap. All too often, corners are cut on safety just for the sake of getting the road built and open on time and within budget just to make some political rep look good for his/her re-election campaign. Too many roads in the county have no sidewalks on either side of the road. Intersections with traffic signals have some marked crosswalks, but no pedestrian signals to let walkers and bikers know when lights are about to change. I really like those countdown signals, they are a valuable safety tool for not only pedestrians, but drivers too, as I drive an 18-wheeler and it is a most helpful cue for me to anticipate light changes. No intersection should be without them! I can also tell many sidewalks have not had a lick of maintenance for several years by the overgrown vegetation in the cracks, low tree limbs that have never been trimmed, and sidewalks that have buckled because of tree growth, where a sidewalk should have been built around the tree, not alongside of it; another bad example of trying to do things on the cheap! If money is short, postpone the construction or opening of the road until the problem is fixed. Get it right the first time!

Comment Count from Safety, Sidewalks theme(s): 1

## Safety, Sidewalks, Crosswalks

COMMENT  
RESPONSE

Date

5/2/2014 There needs to be a pedestrian safety program launched here. School children, new residents, and our aging seniors need to be educated about walking safely there since FL has the highest pedestrian fatality rate in the nation. Use of crosswalks at intersections, pushing the button prior to crossing, and not crossing mid block along busy streets or across divided highways; we need to be reminded of the consequences for doing so. New roads that are built need sidewalks. Walking in the curb is dangerous, especially on narrow roads. Pedestrian safety has been compromised on new road projects just to pinch pennies putting people's lives at risk.

Comment Count from Safety, Sidewalks, Crosswalks theme(s): 1

## Sidewalks

COMMENT  
RESPONSE

Date

7/23/2013 "Sidewalks along Ridge Rd": "Sidewalk along Ridge Rd. from Walsingham Rd. south to St. Pete College Seminole campus. Currently no sidewalks."

11/15/2012 Comment on: " Gasoline is wasted when many cars are stopped at traffic signals. Eliminating traffic signals would help. In Clearwater convert Drew St. into a one-way street westbound . Convert Druid Road and Belleaire Road into one-way eastbound. Utilizing more one-way roads throughout the county and eliminating traffic lights would keep traffic moving and save gas. Congratulations to the municipalities that have utilized roundabouts and eliminated traffic lights. " Synchronize lights

Comment Count from Sidewalks theme(s): 2

## Sidewalks, Bicycle Amenities

COMMENT  
RESPONSE

Date

8/5/2013 Sidewalks: Not just sidewalks, but wide sidewalks. Where we can provide shading, add bike racks and benches, allow those restaurants and shops to include outside eating.

Comment Count from Sidewalks, Bicycle Amenities theme(s): 1

## Sidewalks, Community needs

COMMENT  
RESPONSE

Date

3/19/2014 More rest stops: Like the bench in your photo, we need more like that. I never thought I'd say this, but I miss the green benches now that I'm older!!! (I grew up in St Pete.) Put 2 arm rests in the middle of them to discourage homeless from sleeping on them. They should be placed on a street where there are some businesses, not liquor stores, but shops. And encourage outdoor seating for restaurants and cafes. Pinellas County is so beautiful, everyone should be outdoors to enjoy it!

Comment Count from Sidewalks, Community needs theme(s): 1

## Sidewalks, Enhancements

Date	COMMENT RESPONSE
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2/1/2014 Make the Walk Safe and Comfortable: Design our neighborhoods to provide a useful, safe, comfortable and interesting walk (see Jeff Speck's Walkable City book). The comfort part is especially challenging here because of heat and rainstorms but street trees can provide shade and arcades and awnings can provide both shade and relief from rain. The challenge in providing street trees is that often whatever entity is in charge of maintaining the landscaping in the roadway (city, county or state) doesn't want to pay to maintain the trees they already have (so remove them when they're "dying") and don't want to install more when roadway improvements are taking place because of the cost of maintenance. The challenge in providing arcades or continuous awnings is that many cities require buildings to be significantly setback from the street, making any such arcades or awnings merely for decoration (and not function). Design for comfort (make walking a rational decision) and people will do it.

Comment Count from Sidewalks, Enhancements theme(s): 1

## Sidewalks, Safety

Date	COMMENT RESPONSE
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5/6/2013 "Kids who walk to school, safe path" idea: Although the challenge is nominally one for the School Board, they are not equal to coming with a Plan that they think would land them in court for not fulfilling. So the kids remain unsafe, often walking in the dark with poor lighting.

5/27/2013 Comment on "Kids who walk to school, safe paths": Too often sidewalk projects are the victim of "penny pinching" to save money on a budget for road improvements. Some of these projects for building traffic circles ought to be reviewed, and they also create a hazard for pedestrians. I'll be glad to give up some traffic circle projects so that we can build more sidewalks for bicyclists and for kids to get safely to/from school.

7/23/2013 "sidewalk needed": Sidewalk is needed along Ridge Rd. from Walsingham Rd south to SPCollege Seminole Campus. It is a busy road and there are no sidewalks and no shoulder for walking or biking.

7/16/2013 "Small section needs sidewalk": This small section needs to connect the sidewalks corresponding sidewalks. The "A" shaped traffic thing here makes it dangerous to cross so it would be nice to "stay" on that side of the road if there is a sidewalk to do so.

7/28/2013 Comment on "Small section needs sidewalk": Cut spending on roundabouts for sidewalk safety projects like this.

7/23/2013 "104th Ave and Oakhurst": The sidewalk splits from one side of the street to the other side. Kids cross here on their bikes all the time. A neighbor was killed walking across here two years ago. There needs to be a pedestrian cross walk painted on the street with signage. Or, put in a sidewalk from 102nd to 104th on the east side. Please look into doing something in this busy section of road. Thank you.

Comment Count from Sidewalks, Safety theme(s): 6

## Sidewalks, Trail

Date	COMMENT RESPONSE
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3/26/2014 Bayshore Drive in Safety Harbor: Nice quiet street with a wide sidewalk and nice views.

Comment Count from Sidewalks, Trail theme(s): 1

## Signal Timing

Date	COMMENT RESPONSE
10/31/2012	please consider re-timing traffic lights so that the traffic can flow smoother and not use so much gas sitting at a traffic light.
11/1/2012	in order to make the transportation system flow better in Pinellas county we need to get the lights in synch on the major roads with two or more lanes and communicate with the cities that control these lights in their stretch of the road that they control the lights in.
6/5/2013	"Bring Albeck Gerken in to do full network analysis" idea: The biggest problem to the roadway network in Pinellas is poor signal timing. Albeck Gerken specializes in this field. Nationally, proper signal timing produces 40:1 return on investment. Signal timing is a math problem that requires experience to solve. This solution is far less expensive than simply adding new lane miles.
6/12/2013	Comment on "full network analysis idea": One pet peeve I have with traffic lights: getting across Ulmerton Road. I've waited as long as 5 minutes for a green light while trying to cross at Belcher. The signal cycle is way too long.
2/26/2013	pretty simple...time traffic signals WITH traffic instead of AGAINST traffic (like it is now). Less fuel is used and less pollution from an idling engine.
2/26/2013	Comment on: "pretty simple...time traffic signals WITH traffic instead of AGAINST traffic (like it is now). Less fuel is used and less pollution from an idling engine." ONE: A web based map that allows each resident of Pinellas to choose maybe three intersections (by clicking on them) in the county that need attention. The map would serve as a "poll" of sorts- to identify (by popular vote) which signals adversely effect the largest percent of the road users (assuming EVERYONE votes- and the integrity of the poll is maintained.)  TWO: Replacing sensing G/Y/R signals with flashing red light signals on collector roads that intersect arterials during late night hours. In my opinion, stopping arterial traffic for one vehicle to turn left at 2:00 in the morning is simply a waste.
2/26/2013	Comment on: "pretty simple...time traffic signals WITH traffic instead of AGAINST traffic (like it is now). Less fuel is used and less pollution from an idling engine." Turn lane green arrows need to correspond for the time it takes for a full turn lane of cars. Recently it took 3 light cycles and 12 minutes to make a left turn. This is unacceptable. Just think of all the gas this wasted. Please look into making the left turn signal times realistic so that you could at least empty all the cars that fit in a turn lane. Thank you.
2/26/2013	Comment on: "pretty simple...time traffic signals WITH traffic instead of AGAINST traffic (like it is now). Less fuel is used and less pollution from an idling engine." Agree, and think that driving on major roadways (US 19, SR-60) should keep a traffic FLOW, as compared to running just in sync to make you stop at each one (or run a yellow-red light to get past).
2/26/2013	Comment on: "pretty simple...time traffic signals WITH traffic instead of AGAINST traffic (like it is now). Less fuel is used and less pollution from an idling engine." Which area's do you encounter un-synced traffic lights? I think a lot of downtown's already have them. Maybe you should point out where the synced lights would be useful in your commute.
3/22/2013	SYNCHRONIZE ALL TRAFFIC LIGHTS it says it all elcher, starkey, gulf to bay, east bay, ulmerton, park blvd....wow imagine
3/22/2013	Comment on: "SYNCHRONIZE ALL TRAFFIC LIGHTS it says it all elcher, starkey, gulf to bay, east bay, ulmerton, park blvd....wow imagine" No offence, but the "ATMS" system is failing badly or it is set to intentionally inflict delay on those going the speed limit!
11/19/2012	It would be nice to see a study on traffic flow in relation to signals, the amount they change and the duration of red lights. I drive primarily on roads in northern Pinellas. There are a number of signals (U.S. 19 and Innisbrook, Tampa Road and Lake St. George, East Lake Rd. and nearly every light on it) where the traffic on the major artery seems to be blocked on red too frequently and for an inordinate amount of time.

## Signal Timing

### COMMENT RESPONSE

Date

- 11/19/2012 Comment on: "It would be nice to see a study on traffic flow in relation to signals, the amount they change and the duration of red lights. I drive primarily on roads in northern Pinellas. There are a number of signals (U.S. 19 and Innisbrook, Tampa Road and Lake St. George, East Lake Rd. and nearly every light on it) where the traffic on the major artery seems to be blocked on red too frequently and for an inordinate amount of time." It's also not efficient to have 50-60 cars stop and go and stop and go at each intersection, there's a time and space from the last group of traffic that passed, to allow for this next signal cycle...there has to be a way to time it up better. Please.
- 11/19/2012 Comment on: "It would be nice to see a study on traffic flow in relation to signals, the amount they change and the duration of red lights. I drive primarily on roads in northern Pinellas. There are a number of signals (U.S. 19 and Innisbrook, Tampa Road and Lake St. George, East Lake Rd. and nearly every light on it) where the traffic on the major artery seems to be blocked on red too frequently and for an inordinate amount of time." Thanks for the feedback on the topic, Ann, but I'm afraid that's not a very workable solution. Maybe if all you're doing is going a mile down the road and back, but not for a long drive. When 40-50-plus vehicles both ways are backed up on a main road to first let about five cars out and then leave an empty intersection while the lights are still red, that is an inefficient system.
- 11/19/2012 Comment on: "It would be nice to see a study on traffic flow in relation to signals, the amount they change and the duration of red lights. I drive primarily on roads in northern Pinellas. There are a number of signals (U.S. 19 and Innisbrook, Tampa Road and Lake St. George, East Lake Rd. and nearly every light on it) where the traffic on the major artery seems to be blocked on red too frequently and for an inordinate amount of time." time the traffic lights so that you don't stop at every red light
- 11/19/2012 Comment on: "It would be nice to see a study on traffic flow in relation to signals, the amount they change and the duration of red lights. I drive primarily on roads in northern Pinellas. There are a number of signals (U.S. 19 and Innisbrook, Tampa Road and Lake St. George, East Lake Rd. and nearly every light on it) where the traffic on the major artery seems to be blocked on red too frequently and for an inordinate amount of time." She is correct, the amount of time, gas and wear on a vehicle is unbearable when you catch every red light, some lights are so close you catch one red the next one might be green and then the next red. (or all three red) Not correct timing (however, I do realize that at times it is also other drivers not paying attention) But all of Pinellas County could benefit from a lower speed limit, with correct timing on red lights, it would be safer and faster.
- 3/5/2013 LESS TRAFFIC LIGHTS. then 2 diffrent lights into the mall get rid of one east bound gulf to bay at US19
- 4/24/2013 I've noticed at some major intersections, the timing cycles are just w a y t o o l o n g ! a prime example is Belcher Rd. @Ulmerton. the green light for Ulmerton stays that way for as long as 2, 3, or even 4 minutes. 90 seconds is long enough and NO MORE! Belcher Rd. seldom has a green light longer than 30 seconds. Motorists get impatient after a couple of minutes, and those who know the cycle on the light is long will take risks to run red lights just to avoid the long wait. It's been this way for several years, and don't tell me the recent widening project will fix it.
- 9/30/2013 I know the Task Force is doing important work but how difficult can it be to visit the Traffic Lights Command Center and determine which major intersections be it on 19 or near me at East Lake Rd. and Tampa Rd. are still suffering from poorly timed lights offering only ten seconds to make a green arrow left turn before it turns red? Yes, we need light rail and other options including ferry service to Tampa from St. Pete or maybe someday even, Oldsmar, but there are practical improvements that can be done this month at minimal cost and nobody does them here in our increasingly gridlocked major intersections. Do something about this, please. Mark in Palm Harbor
- 9/24/2013 Why do you have short yellow lights? Less than half a second. Hard for senior citizens.
- 9/24/2013 Why have stoplights in Pinellas not been timed to where the traffic flows?
- 9/24/2013 The light at Turner and Myrtle takes FOREVER to change, I can drive a block out of my way and go through the light off Myrtle and make it to the light at Ft. Harrison & Turner before that one changes. Who can shorten that?
- 8/5/2013 Comment on "More bicycle parking at my destination": Traffic signals are timed on major county roads and city of St Petersburg

## Signal Timing

### COMMENT RESPONSE

- 5/2/2014** One thing that can easily be done is to synchronize all traffic lights and adjust the timing for optimum traffic flow. Many times that I drive in Pinellas County, the traffic signals are often way out of timing. Some skip traffic cycles, some stay red for 3 minutes then green for 15-20 seconds. What's going on with the traffic control system?? Someone please look into and fix this!
- Thank you for your comment on signal timing. If you are experiencing issues with specific traffic signals, please contact Pinellas County Traffic Operations (727-464-8926) or report your concern, including the intersection and times you are experiencing the traffic signal issues, via <http://www.pinellascounty.org/forms/report-sign.htm>. | By Sarah P
- 8/12/2014** US 19: The portion of this road that has traffic signals is horrible. Lights are either too long, not synchronized or skip cycles. Can someone in traffic control please look into this and correct these portions of road that have signals????

Comment Count from Signal Timing theme(s): 25

## Signal Timing, Bike Lanes, Safety

### COMMENT RESPONSE

- 8/5/2013** Comment on "Better lighting on roadways with bike lanes": Yes the lights are timed already in almost every area that counts (downtown high traffic areas). Also bicyclists on a sidewalk are viewed as a danger to walking pedestrians. Side "walks" are for walking, the original form of transportation :)

Comment Count from Signal Timing, Bike Lanes, Safety theme(s): 1

## Signal Timing, Bus

### COMMENT RESPONSE

- 10/31/2012** Traffic lighting needs to change – lights are not timed correctly. As far as a rail system – it needs to be voted on by the people. Bus system needs to stay – for the ones needs public transportation
- 7/15/2014** Comment on "Better synchronize traffic signals": One light that has this persistent problem is at the intersection of Ulmerton Road and Belcher Road. The green light for Ulmerton Road is t-o-o l-o-n-g and I've timed it out to be as long as three or four minutes. I was on a PSTA bus northbound on Belcher Road and we waited five minutes for the light to turn green again to cross Ulmerton Road, as I watched an LED display sign on the bus showing the time. Two or three times there was no cross traffic for several seconds and the light should have changed before then allowing oncoming motorists on Ulmerton Road to make a smooth stop. That intersection has been one of my pet peeves for decades! Two minutes should be the limit. Also, to encourage transit use, buses should have sensors on them so that when they get close to an intersection with a traffic signal the signals will stay green or turn green so that will help them run on time. As in the case above, I'll bet my wait on that bus to cross Ulmerton would have been cut to about a minute-and-a-half.

Comment Count from Signal Timing, Bus theme(s): 2

## Signal Timing, Bus, Construction Timing/Coordination

### COMMENT RESPONSE

- 11/1/2012** I would like to see the traffic lights to be timed to stay green while doing speed limit. Change residential speed limit from 35-40. Have direct route bus system. Finish road construction in timely manner.

Comment Count from Signal Timing, Bus, Construction Timing/Coordination theme(s): 1

## Signal Timing, Bus, Rail

### COMMENT RESPONSE

- 10/31/2012** Help with our traffic problems, control the length of red lights, consider a rail system, post bus schedules to make it easier to get around.

Comment Count from Signal Timing, Bus, Rail theme(s): 1

## Signal Timing, Congestion

Date	COMMENT RESPONSE
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7/15/2014 Better synchronize traffic signals: Pinellas has a multi-million dollar traffic control center. For some reason, traffic signals seldom seem to be synchronized and signals are agonizingly long at some lights. This inconsistency leads to frustration and impatience while waiting at signals for several minutes when there is little or no cross-traffic. Why is this such a difficult task? It may help if the staff monitoring traffic throughout the county had field days where they get to sit in traffic with the rest of us and see for themselves what the real issues are.

Comment Count from Signal Timing, Congestion theme(s): 1

## Signal Timing, Roads

Date	COMMENT RESPONSE
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11/15/2012 Gasoline is wasted when many cars are stopped at traffic signals. Eliminating traffic signals would help. In Clearwater convert Drew St. into a one-way street westbound . Convert Druid Road and Belleaire Road into one-way eastbound. Utilizing more one-way roads throughout the county and eliminating traffic lights would keep traffic moving and save gas. Congratulations to the municipalities that have utilized roundabouts and eliminated traffic lights.

8/5/2013 Comment on "Lighting": Or if one-way streets remain, time the lights in downtown areas to sync with speeds between 10-15 mph like Portland, OR does. Going any faster and autos just wait at a red light. This slows the traffic down and takes back the street somewhat for the pedestrian, although less ideal than eliminating one-ways altogether.

7/15/2014 Synchronize traffic signals better: By synchronizing and realistically timing traffic signals as to promote the best traffic flow will reduce, if not eliminate, the need to widen roads. Widening roads is not the solution. Drivers and residents in Pinellas are fed up with the constant, never-ending construction throughout the county. Better traffic management and better bus service are the solutions. The introduction of light-rail will further contribute to the congestion issue during construction and is unlikely to remove the need to have an auto to get to and from the stations.

Comment Count from Signal Timing, Roads theme(s): 3

## Signal Timing, Safety

Date	COMMENT RESPONSE
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9/10/2013 Left Turn Signals/ Keene and Gulf to Bay: The signals for vehicles turning left on Keene need modification. Currently you have a green arrow at the beginning of the cycle for Gulf to Bay Boulevard. After the green arrow, you may turn left while yielding to oncoming through traffic. The problem is while turning from Eastbound Gulf to Bay, to Northbound Keene. It is a blind turn, as you can't see around the traffic in the opposing left turn lane. Oncoming westbound traffic is slightly downhill, and furthers the problem. There was a fatality this summer where we lost a police officer. This was a result of left turning traffic not yielding the right of way. Drew, and Keene have turn signals that turn red. It will not allow you to turn unless you have a green arrow. I believe this intersection should have the same traffic controls. Especially since this intersection is a lot busier than Drew, and Keene.

Comment Count from Signal Timing, Safety theme(s): 1

## Signal Timing, Transit

Date	COMMENT RESPONSE
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2/26/2013 Comment on: "pretty simple...time traffic signals WITH traffic instead of AGAINST traffic (like it is now). Less fuel is used and less pollution from an idling engine." I've noticed some signals have TOO LONG of a cycle which encourages motorists familiar with such intersections to beat a red light to avoid waiting another three or four minutes for their next green light. 60 to 90 seconds should be the limit and no more. Synchronize lights to reflect continuity on traffic patterns with the highest volume, while driving at the legal speed limit. Also, adjust lights to keep public transit moving, especially for light rail and express buses.

Comment Count from Signal Timing, Transit theme(s): 1

## Street Lighting, Bus

Date	COMMENT RESPONSE
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10/30/2012 The transportation here in Pinellas County really could be improved. For one the street lights, the bus system. If we had a MARTA system that stayed open till 1am it would help some ways out.

Comment Count from Street Lighting, Bus theme(s): 1

## Street Lighting, Enhancements

Date	COMMENT RESPONSE
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3/25/2014	Lighting improvements, enhanced business presence, festivals: Make them safer with lighting improvements, make them more friendly with interesting business presences and with periodic fesitvals and arts shows.
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Comment Count from Street Lighting, Enhancements theme(s): 1

## Taxis, Technology

Date	COMMENT RESPONSE
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11/17/2012	Self-driven taxis operated by public and private enterprises could help reduce the need for parking spaces in a city, for privately-owned vehicles, and for buses. They could also eliminate the need for light or high-speed rails. But if the latter already exist, then the self-driven vehicles would facilitate access to mass transportation and increase their use.
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11/29/2013	Expand the use of Lyft Rides: Lyft is a private taxi service used widely in San Francisco and is highly successful there. The way it works is that private vehicle owners are screened and sign up to be drivers with the service. People needing a ride use an app on their smart phone to request a ride from point A to point B. An available nearby driver is contacted and a price for the ride agreed upon. The ride is paid to the service through a smartphone and the driver is paid by the service. This may solve the short ride requirements for doctor visits, shopping, trips to the beach, museums, restaurants and avoid the need for some tourists to rent a car. Drivers of his service can be registered with the county and appropriate taxes collected. This will generate income for drivers and tax revenue for the county. This is not intended to replace public transportation, but supplement it to places it doesn't go. At the very least, this service can do wonders to keep drunk drivers off the road.
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Comment Count from Taxis, Technology theme(s): 2

## Technology

Date	COMMENT RESPONSE
11/15/2012	Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Why not let your self-driven car take you to the station (rail or bus), drop you off, and drive itself back to your garage, then order it to pick you up when you return. Click on the links that I posted under the tab labeled "Transportation Choices".
11/15/2012	Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Or you can just park your car in a Park and Ride lot free of charge? The concept of self-driven cars is cool, but it's probably a decade or two off before seriously going anywhere. I know one of the links you posted mentioned Cadillac having cars ready by 2015, but there is no doubt there will be issues with them and will be recalled to be fix. And like another link mentioned, California has only approved of the self-driven cars on roads. How long would we have to wait for Florida's Legislative to approve it?
12/11/2012	Comment on: "Self-driven taxis operated by public and private enterprises could help reduce the need for parking spaces in a city, for privately-owned vehicles, and for buses. They could also eliminate the need for light or high-speed rails. But if the latter already exist, then the self-driven vehicles would facilitate access to mass transportation and increase their use." Any method of transportation has its pros and cons and different uses. Some are suitable for certain destinations, or distances, or times of day, or other circumstances. Self-driving cars are a new choice. They are here to stay and are being improved rapidly..
3/12/2013	We've seen bicycle rentals and zipcar rentals. Both seem to work in the right environment. What about electric rental vehicles strategically located throughout the county and available for rental. Charging stations could be located at parking systems in areas of interest throughout the county. Could use the zipcar model for credit card verification based upon time and/or distance use.
3/12/2013	Comment on: "We've seen bicycle rentals and zipcar rentals. Both seem to work in the right environment. What about electric rental vehicles strategically located throughout the county and available for rental. Charging stations could be located at parking systems in areas of interest throughout the county. Could use the zipcar model for credit card verification based upon time and/or distance use. " Public transit users should get a discount for using this if bus service is scarce in the immediate area. The eletric rentals could be similar to golf carts or close to their size intended for short trips.
9/24/2013	Has anyone considered a solution presented by SkyTrain which uses solar panels to provide electricity to rail cars suspended over a right of way like the Pinellas Trail?
9/24/2013	Ken - do you really want to be riding a bike with a train overhead? sounds crazy. I sure wouldn't want it to break down over my head!!
10/29/2013	Stop using fossil fuels to power transportation: Oil is a finite resource. Think in terms of the year 2113. Specify all electric vehicles for city and county use, and recharging stations that are solar powered. Any rail system vehicles should be electric and solar powered via roof top mounted solar cells.

Comment Count from Technology theme(s): 8

## Technology, Accessibility, Trail

Date	COMMENT RESPONSE
5/2/2014	I've owned and operated a Segway PT for about a decade. I use it for alternative transportation. I "glide" instead of drive--NOT instead of walking. Per Florida State statute, it is officially considered NOT a vehicle or even motorized vehicle and is allowed on basically anywhere bicycles are allowed. It's even officially allowed on PSTA buses. It's also officially allowed be Pinellas County ordinance to be operated in all county parks, which includes the Pinellas Trail. These facts should be considered when thinking of alternative transportation solutions. One could find employment/living arrangements along trails and/or bus routes which could include the use of a Segway PT (Personal Transporter). The dealer in our Central Florida area is in Mt. Dora: <a href="http://www.segwayofcentralflorida.com">www.segwayofcentralflorida.com</a>

Comment Count from Technology, Accessibility, Trail theme(s): 1

## Technology, Bus, Transit

*Date* *COMMENT*  
*RESPONSE*

- 11/26/2013 Straddling bus without rails drives above cars: No rails, no tunnels. Auto-pilot reads painted lines on the road. Does not take up parking space. Short construction cycle. Skylights illuminate bus. Available now and in use.

Comment Count from Technology, Bus, Transit theme(s): 1

## Technology, Parking

*Date* *COMMENT*  
*RESPONSE*

- 11/15/2012 Comment on: "High speed rail between St Petersburg Tampa and Orlando. With connecting bus transportation from train stations to beaches, airports, and work." Add self-driving cars owned by public and private enterprises (taxis) and by individuals to this idea. The self-driven cars would deliver people to and from the high-speed rail station. People could then get there without another driver or without leaving their cars parked until they return. This would facilitate and increase use of the high-speed rail and reduce car storage parking requirements.

Comment Count from Technology, Parking theme(s): 1

## Technology, Rail

*Date* *COMMENT*  
*RESPONSE*

- 11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Rails, light or high speed, were replaced long ago by moving vehicles of various sizes and capacities that can travel on different types of roads. More energy-efficient cars are coming to the market every year and self-driving cars are already available. Let us think of more creative ways of promoting the use of those vehicles by more people.

Comment Count from Technology, Rail theme(s): 1

## Technology, Rail, Parking

*Date* *COMMENT*  
*RESPONSE*

- 11/15/2012 Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Self-driven cars operated by public and private enterprises (taxis) and by individual owners that deliver people to and from the rail station would increase the use of the light rail and would reduce the storage parking required.

Comment Count from Technology, Rail, Parking theme(s): 1

## Technology, Roads

*Date* *COMMENT*  
*RESPONSE*

- 11/14/2014 Autonomous vehicles: The 2035 LRTP did not even mention autonomous vehicles (Avs), and is thus not worth the paper it is written on. It's not like MPO doesn't know that Avs are coming - everyone else does. Also - add HOV's to your plan where appropriate. Stop corrupting the political process with your transit advocacy, start doing the simple stuff and and start planning for reality.

Thank you for your comment. The 2040 LRTP will be including a discussion on autonomous vehicles. Current FDOT policy is that Express Lanes must be considered for additional capacity on limited access facilities on the State Highway System. The 2040 LRTP will include a discussion regarding this policy and related projects. (link to Florida Managed Lanes Policy at [www.floridamanagedlanes.com](http://www.floridamanagedlanes.com))

- 11/14/2014 Comment on "Autonomous vehicles": Autonomous vehicles are going to take a long time to perfect, and are going to be very expensive for starters. This idea needs to be placed on hold. We don't need to be messing with stuff that is still sci-fi in nature. However, I do support the HOV lanes provided that not only carpools can use them, but also vanpools, buses (scheduled local transit and intercity, school buses, and group charters), motorcycles, and military convoys. NOT HOT!(aka Lexus Lanes) as that will only clog traffic in that lane, discouraging carpool use and be detrimental to Bus rapid services. HOT lanes don't move any faster than other general use travel lanes. NO TOLL LANES!

Comment Count from Technology, Roads theme(s): 2

## Technology, Safety

Date	COMMENT RESPONSE
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- 10/26/2013 Comment on "Straddling bus without rails drives above cars": This seems like a concept looking for an application. It looks dangerous and unsuitable for our environment and road network.
- 11/26/2013 Comment on "Straddling bus without rails drives above cars": It sounds okay for a straight-line route, but I see problems in getting this vehicle to accommodate turns on the account of its size.

Comment Count from Technology, Safety theme(s): 2

## Technology, Taxis

Date	COMMENT RESPONSE
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- 12/11/2012 Self-driven taxis operated by public and private enterprises could help reduce the need for parking spaces in a city, for privately-owned vehicles, and for buses. They could also eliminate the need for light or high-speed rails. But if the latter already exist, then the self-driven vehicles would facilitate access to mass transportation and increase their use.
- 11/26/2013 Develop Small Hydrogen-Based Transport Vehicles: Hydrogen fueled vehicles are the way of the future. Several auto makers already have hydrogen vehicles ready to roll out within a year. The only byproduct (exhaust) is water. The PSTA should investigate the feasibility of developing low density vehicles that are available in sections of the county to provide personalized rides to passengers who schedule rides via an app on their cell phone or home computer. Many people need short distance rides within the area they live - such as grocery shopping, doctor, dentist, vet appointments, etc who don't have a vehicle. This would be perfect. A private company currently does this in San Francisco and many other cities in the US. The service is called Lyft and is based upon private car use for private rides, but at a great discount from taxi services. There is no reason why this could not work as a supplemental service to higher volume services such as existing bus serves. In some cases it could possibly replace service routes with low ridership

Comment Count from Technology, Taxis theme(s): 2

- 11/15/2012** Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Why not let your self-driven car take you to the station (rail or bus), drop you off, and drive itself back to your garage, then order it to pick you up when you return.
- 11/15/2012** Comment on: "Easy connections between Downtown St Pete, Clearwater and the beaches. Ultimately connecting to the St Pete/Clearwater and Tampa International Airports. Ideally with limited stops and 24 hour service." Why not let your self-driven car take you to the station (rail or bus), drop you off, and drive itself back to your garage.
- 11/16/2012** Comment on: "The bulk of efforts should go toward 4 marque projects: 1) Complete the US 19 conversion to a limited access freeway from Pinellas Park north to the Pasco/Pinellas county line, as north county is in dire need of a north-south freeway for easier access to St. Pete and Tampa (and vice versa).  
2) Complete the freeway connection from US19 to I-275 along 118th Avenue as this would create one contiguous stop-light-free route north-south through the county, which would do wonders for traffic and economic development;  
3) Build light rail as proposed through the alternative analysis study recently completed and in coordination with efforts in Hillsborough County. The key to this really is the Pinellas/Hillsborough connection, as there is opportunity to connect all the region's major urban/employment centers all at once (downtown St. Pete, Gateway, downtown Clearwater, Westshore and downtown Tampa).  
4) Implement Bus Rapid Transit and Express Buses along major corridors, particularly along Alternate US 19 from Downtown St. Pete to Tarpon Springs, as this would hit a number of downtowns (St. Pete, Seminole, Largo, Clearwater, Dunedin, Palm Harbor and Tarpon Springs), Ulmerton Road as it is a developing employment corridor, and 49th Street/McMullen Booth/East Lake Road to connect the residential areas to the north to the employment areas in the south of that corridor." Self-driven cars operated by public and private enterprises (taxis) and by individual owners that would deliver people to and from the rail station would increase the use of the light rail and the Bus Rapid Transit and Express buses and would reduce any storage parking that might be required. See the links I provided in my idea titled "Self-driving taxis".
- 12/11/2012** Comment on: "Self-driven taxis operated by public and private enterprises could help reduce the need for parking spaces in a city, for privately-owned vehicles, and for buses. They could also eliminate the need for light or high-speed rails. But if the latter already exist, then the self-driven vehicles would facilitate access to mass transportation and increase their use." Self-driving taxis may be a problem for the handicapped and disabled. What about persons who want to bring their bicycles with them? Buses, trains, and ferries have better accommodations for the handicapped and bicyclists. I see a problem where self-driving cars could be a problem for pedestrians. The availability could be a problem during rush hours with a limited number. On the other hand, more land space is going to be taken up for the storage and conveyance of automobiles. I don't see this as a good alternative. A lot of bugs need to be worked out on this. Not now. Deadheading cabs are going to add to traffic congestion woes.
- 10/4/2013** Hyperloop Over Pinellas Trail: Build a scaled down version of the Hyperloop (25% slower speed (200 mph) more safety less engineering technicalities) over the Pinellas Trail. The trail was on old rail line, but it can't be converted back without public outrage. But an eco friendly hyperloop would be near silent, provide solar power and shade to the trail users and can connect core areas just as the original rail way did. Some of the malls such as Seminole (currently dying would be great for this and centrally located) or Tyrone could be a central hub to act as a Park-and-Ride for users. These malls have the parking needed and space/power needs to house the turbines etc. I really can't think of too many downsides besides its a new technology, but hey we could make the history books if we did this! St. Pete to Clearwater in 6-7 minutes!!!
- 10/22/2013** A Transportation Solution Contest may be just the catalyst! Why not contact the technology brain trusts in this country to provide suggestions and input as to how to best move forward with the most technological, efficient, and economical solution for a mass transportation system within Pinellas County. Certainly there are many NASA engineers who engineered putting a man on the moon and safely return him to earth (in 1969 no less!), exploratory vehicles on Mars as well as throughout our vast solar system. Disney is also an expert at moving people and has been a leader in this area for many years. There are obviously many possible solutions, but Pinellas needs to look at a 21st Century solution for a 21st Century need and not rely on 19th Century technology. Maybe if there were a contest open to the many transportation manufacturers to come up with a solution, it would bring world wide awareness to Pinellas with tons of media exposure! What could be better for tourism in our county, especially since Clearwater Beach won the 2013 Best Beach.
- 10/29/2013** Comment on "Optional, Not Required, Auto Ownership": Baby steps. Over the next 20 years lets just try to catch up with Charlotte, Cleveland or Salt Lake City; 10 years after that catch up with NYC, Chicago or Portland; 20 years after that catch up with European cities; 20 years after that catch up with Asian cities. By then if the Tampa Bay area isn't under water, perhaps on to a Brave New (totally automated) World.
- 10/29/2013** Comment On "Stop using fossil fuels to power transportation": Sounds like the Sky Train concept - and its developers are right here in Pinellas County!!!

## Technology, Transit

### COMMENT RESPONSE

Date

10/29/2013 Hyperloop [Repost]: I'm just going to post the link here since it's a good fit on this topic. Original idea <http://www.telluspinellas.com/transit-oriented-development/hyperloop-over-pinellas-trail>

I still think it could be a good fit, it's quite, solar powered and fast.

The Sky Train idea comment is also good, but I'm worried it is just as loud as a train so I don't see the benefit other than the trail gets to stay and not be replaced with a railway.

10/29/2013 Comment on "Hyperloop [Repost]": Take a closer look the Sky Train concept. These are lightweight efficient passenger cars. If the consist (make up) of the Sky Train is modeled after the TPA shuttle (2 cars per train makeup) then there could be more frequent service. The ride should be quiet and the impact on the environment minimal - significantly less than any other "Light Rail" proposal that would disrupt traffic and have a long construction cycle. Use of the Pinellas Trail route would serve the entire county as the Pinellas Railway did in the past, except for a 21st century society with a 21st Century solution - and less costly than the proposed "Light Rail" system. SkyTrain locations can be supplemented by Mini-Buses, where practical, to accommodate the appraise passenger loads and bus size can be varied throughout the day, depending upon usage requirements. "Light Rail" is not the ONLY solution and other solutions should be fully explored.

10/29/2013 Comment on "Hyperloop [Repost]": I love it! But, I can't help thinking we're not thinking big enough. Or small enough, as the case may be. "Sky Train", "Train", "Rail", brings to mind some thing large...like, well, a train. I'm looking forward to electric-powered autonomous (computer-controlled, automatically operated, GPS-guided) automobiles that people would call to their location by smart-phone app, use as needed, then send 'em packing.

In the meanwhile, how about similar sized vehicle, a 'pod' with seats and storage space, but no controls except for a place for you to slide your ride card. The units would ride on the rails you describe, zipping quietly above the bikers on the trail, and as you say, connecting all the major areas that need connecting. And, they would be instantly available, sitting at the ready on a side rail...unlike a bus. Plus, they'd be private, personal, and safe.

12/31/2013 Go back to the past! Brian Smith presented a cause for Monorail: As a CAC member with a 13 year plaque it was outlined every 10 years they tried to make their mark. Look at the roads passing over each other. You need an elevated system either steel wheels as shown below or out of rubber tires to reduce cost and some noise like: <http://contest.techbriefs.com/component/content/article/1318> . Supported and fed riders by bus, in the future automated cars, its stops are spread out - it is a multi-car train, express service, better and faster then express bus. Below with steel wheels and solar power.

10/31/2013 Comment on "Go back to the past! Brian Smith presented a cause for Monorail": There are several different types of technology in monorail. But the one that is tried and true is similar to what is at Disney.

Comment Count from Technology, Transit theme(s): 13

## Technology, Transit Oriented Development, Transit

### COMMENT RESPONSE

Date

10/4/2013 Comment on "Hyperloop Over Pinellas Trail": This is similar to a suggestion I made to use the SkyTrain as a solution to a county-wide transportation solution at a cheaper cost than light rail, and to build it over the Pinellas Trail! There are enough technologies in the conceptual, development, or testing phases that certainly can fill the need. Several branch lines would also be necessary to get residents and tourists to beaches, museums, downtown areas, parks, and the many great attractions that make this area desirable. Solar power for these solutions is certainly a major consideration that will reduce operating costs (and ticket costs) over the life of the system. Check the SkyTrain video at <http://youtu.be/nMSIRmqhXxc>.

Comment Count from Technology, Transit Oriented Development, Transit theme(s): 1

## Technology, Transit, Jobs

Date	COMMENT RESPONSE
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- 10/31/2013 Comment on "Go back to the past! Brian Smith presented a cause for Monorail": Take the link above and read about the possibilities of using this idea for a viable, affordable and smart way to provide a transportation alternative to the suggestions for light rail. This is a concept used throughout the country at airports and can easily address the needs our County Commissioners are considering as a transportation solution for Pinellas. And the best part - this company is a local home grown Pinellas business that will be certain to use Pinellas manpower to design, build and maintain it. This will boost our employment rate, produce tax revenues and draw millions to Pinellas annually. Think of the possibilities if built to stop at hotels, airports, beaches, museums, malls, stadiums, concert halls, downtown areas, etc. It's a win, win! I hope that the Pinellas County Commissioners take a good look and give careful consideration to a system like this as it will help promote new jobs, reduce reliance on fossil fuels ( with use of solar power) and will be a model system for our country. Right of way exists over the Pinellas Trail that can be used without affecting current trail uses. Time to think out of the box and be innovative and progressive! It's time to do what's right for our county and its residents.

Comment Count from Technology, Transit, Jobs theme(s): 1

## Traffic Law Enforcement

Date	COMMENT RESPONSE
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- 7/23/2014 Step up enforcement against aggressive drivers: All too often, aggressive drivers who take advantage of illegally using another lane to avoid waiting in line like most drivers do, speed up and cut in ahead at or near the end point of where traffic is merging. This nearly causes accidents and forces all other drivers to stop and disrupt traffic flow. There are plenty of advance warning signs to change lanes ahead of time, but aggressive drivers have a tendency to use an adjacent lanes they should not be in, like the left hand turn lane, or a sign shows a fork in the road ahead, and they use a lane that really is not their intended direction of travel. Even a fender bender from this kind of activity can tie up traffic, and drivers should be required to immediately move their cars out of the traffic lanes onto shoulders or as close to the curb as possible. Drivers who fail to do so should be ticketed for obstructing traffic.

Comment Count from Traffic Law Enforcement theme(s): 1

## Trail

Date	COMMENT RESPONSE
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- 9/24/2013 Pinellas Trail, in the Gulfport neighborhood, built a great trail south of 22nd Avenue, connected to Skyway Bridge, not a lot of foot traffic. Need to connect it on the west side. Consider that to Gulfport.

- 9/24/2013 Linear transportation corridor - you have the Pinellas Trail as a perfect solution! For serving the entire county - this ROW is already in place.

Off-Road Trails: Not a very useful survey...

We appreciate your thoughts on this. As we plan transportation facilities for all users countywide, we are looking for feedback on the needs of cyclists. It is helpful to know what facilities cyclists use most often, and are most comfortable using, in order to appropriately plan facilities for future installation.

- 3/18/2014 Comment on "Dunedin Causeway Trail bike ride to Honeymoon Island": Too short of a span for a high bridge.

- 3/19/2014 Clearwater Beach to Caladesi Island: Best walk in the world!

- 3/25/2014 Path on S. Bayshore in Safety Harbor and Clearwater: The recently rehabilitated path on S. Bayshore, Safety Harbor and Clearwater, with a connection through Del Oro park over the Ream Wilson overpass to the Long Center, is a wonderful path for a run, for walking or biking.

- 4/2/2014 I love bicycling the Oldsmar Trail!: The view of north Tampa Bay from R.E. Olds park off of Shore Drive is a treat.

- 4/3/2014 Downtown Dunedin- Pinellas Trail: Running through downtown to Edgewater and Pinellas Trail

- 11/14/2014 Comment on "Continue to press for Progress Energy Trail": It's a nice proposal to avoid the busy traffic congestion US 19 for a more peaceful walk or ride.

Comment Count from Trail theme(s): 9

## Trail, Affordability/Cost

COMMENT  
RESPONSE

Date

- 9/11/2014 Comment on "Continue to press for Progress Energy Trail": Are there really enough walkers or bicycle riders to justify the expense for this? Sounds like we are spending too many tax dollars for special interests - over \$61Million!!!! Money that can be better spent to address the needs of many more than the few who use these trails.
- 11/14/2014 Comment on "Continue to press for Progress Energy Trail": There are plenty of county and state parks for the few bicycle riders to use throughout the county. Do you think the majority of people who don't ride or walk these trails should pay for the few who do?? No one is talking about building more roads just for bicyclists, and I don't see a high population of cyclists using the roads. And many roads should not have bicyclists permitted on them for safety reasons. So if you stay off the roads and stick to the parks, there will be fewer accidents with auto drivers who either don't see or respect the rights of all to share the roads. I think that bicycling is a benefit, but at what expense? Bicycles have no place sharing a road with vehicles traveling at a speed limit of 55mph. Most our county is not fit or safe for bicycle commuting. It would be more beneficial for the monies to be spent to improve driver safety training and bicycle rider training. How many people actually use these expensive trails and what percentage of the population are they? I'm just guessing not enough to justify the expense.
- 11/14/2014 Comment on "Continue to press for Progress Energy Trail": That's the problem comparing a county with other US Cities that don't even come close to resembling Pinellas County. Pinellas is a county that is constantly and inappropriately comparing itself to major cities around the country and around the world that have 100+ year old transportation systems and sidewalks. Yes, we do agree on many aspects here, but we also need to be realistic and practical. I do not have an option to walk or ride my bicycle to anything near where I live, but I knew that when I chose to move here. Too far to walk to and too unsafe to ride to. Do you drive on these roads in this county? I risk my life and anyone who rides with me as the drivers here are the worst I have ever seen. I have ridden bicycles, motor scooters, and motorcycles in many cities throughout the world. Drivers here for some reason are the worst I have ever seen. Why would anyone want to risk their lives unnecessarily on a bicycle on these roads? Look at the death count - almost daily. Why??? Safe, accessible transportation for all - great - but there is always a cost to it. Cars have their place, bicycles have their place and pedestrians have their place, but on roads with distracted and dangerous drivers, there is no room for bicycles or pedestrians, nor do I believe there should be. And, yes, we all pay taxes, most of which are squandered and wasted by our elected officials. \$36Million to tell people in NY that it's warm in Florida when it's snowing there? Really??? That marketing one could be better put to use to solve the PSTA shortfall, which by the way would be far less had they used appropriately sized buses for the passenger count using them. If people want the luxury to ride their bicycle or walk to everything they need, then there are many options throughout our great country that provide this. Trying to make this like somewhere else just doesn't make any sense. We are not like anywhere else and our leaders need to take the bull by the horns and look at us as we are.
- 11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Steve C. has an answer for everything. Stay tuned!
- Has anyone figured out how many people actually use the Pinellas Trail regularly? The total cost including maintenance and other ongoing costs?
- It would be interesting to know the cost/person, which is paid by all taxpayers. What % of Pinellas' population use the trail?
- We already know that taxpayers pay \$6.00 every time a rider boards a bus and pays 91 cents. PSTA spent \$87 million in FY 2014, \$14 million was paid by riders, \$73 million by taxpayers. Less than 2% ride the bus.

Comment Count from Trail, Affordability/Cost theme(s): 4

## Trail, Affordability/Cost, Safety

COMMENT  
RESPONSE

Date

- 1/24/2014 Comment on "We need cameras on the Trail": Good idea, but let's not take it out of funds for transportation. That should be funded with monies designated for law enforcement.

Comment Count from Trail, Affordability/Cost, Safety theme(s): 1

## Trail, Bicycle Amenities

COMMENT  
RESPONSE

Date

- 2/2/2014 Simple....: between the Mahaffey and the Vinoy.
- 3/1/2014 Dunedin Causeway and Honeymoon Island: I like to ride my bike from home on the Pinellas Trail and then the Dunedin Causeway finishing the trip at Honeymoon Island on the beach. The picture was taken along the Dunedin Causeway during one of my bike rides.
- 3/11/2014 the beaches: I enjoy hearing the surf and feeling the ocean breeze.
- 3/18/2014 Dunedin Causeway Trail bike ride to Honeymoon Island: Do not replace the bridge on the Dunedin Causeway with a high bridge.
- 3/19/2014 Nature Preserve on Highland: I would like to see the open field between the Nature Preserve and the library have a bike/walking trail through it. I think it would be highly utilized by walkers and bikers and would be an inexpensive project.
- 11/14/2014 Comment on "Continue to press for Progress Energy Trail": This trail is particularly important because it provides a linkage to east-west trails, many of which already exist. Right now the east side of the county needs continuous, safe, north-south bicycle and pedestrian accommodations. HWY 19 is definitely improving for car travel, but it's a death trap if you are a bicyclist or a pedestrian. That's no exaggeration; that's a fact!  
We'll never know the actual numbers of people who will use this trail until it actually opens, but if you take a look at the existing Pinellas Trail, which runs on the west side of the county, you will see there are many, many people using it.  
Although the health and quality-of-life benefits of trails are easily recognized, trails are far less expensive to build than roads. By not putting their cars on the road, pedestrians and bicyclists don't contribute to traffic or air congestion. Their willingness to use these transportation alternatives should be supported and encouraged by providing safe, accessible trails. And as a bonus, it should be noted that the Pinellas Trail has actually invigorated the local economy and increased house values in nearby communities.
- 11/14/2014 Comment on "Continue to press for Progress Energy Trail": K G, Just for your information, there are more Cyclists using the Pinellas Trail just on the Weekend, then ALL The Bus Riders in Pinellas County for the whole week. That being said, Pinellas County is also rated very high as a Cycling Community not just in Florida, but the Entire USA. Counting the other cyclists that will not use the trail on the weekend because they use the East side of the County to ride up to Gandy Boulevard, then Cross the Gandy Bridge (yes with traffic going 55+ mph) and ride on to Channelside or to MacDill AFB, have some breakfast or lunch then make the trip back home to Pinellas County.  
... If you wonder how FEW these Adult riders are that will ride more than 10 miles (average is 20+) at a time... Now you are looking at over 12,000 here in Pinellas. Come out to North Shore Park in Saint Pete on Saturday Morning at 0815 and see how many hundreds appear just for a 'Show N Go' morning ride.  
... As far as cyclists paying taxes, drop into one of the 30 Bike Shops in Pinellas County (this does not include Walmart, Kmart, Sears, Target, Toys R Us, etc.) and you will find bicycles costing over \$5,000... Plus tax of course. Now if you add another 15,000 bicycle riders who are students in public schools or college, and those that use it as transportation to go back and forth to work and run errands...  
... So the FEW people that we want to keep SAFE from Texting Drivers and out of harms way from traffic itself, seems to be a good size population of people from all walks of life. NEXT time I'll tell you of the Great Financial Impact those Bicycle Riders make in Pinellas County.
- 11/14/2014 Comment on "Continue to press for Progress Energy Trail": I think you missed the point I was trying to make. Your issue is not what I take exception to. I also enjoy bicycling as well and own an expensive bicycle. Still doesn't change my opinion. We are only looking at 1-2% of the county population with a higher percentage of deaths and accidents involving cyclists and autos. There are many other factors than what you mention.

Comment Count from Trail, Bicycle Amenities theme(s): 8

## Trail, Bicycle Amenities, Jobs

COMMENT  
RESPONSE

Date

- 8/5/2013 I'm all for better and safer bicycle trails & routes. But, I'd guess most professionals on their way to work won't use them, dressed in their 3 piece suits. On the other hand, most people work in jobs where they CAN use bikes, and I suspect in 20 or 30 years gasoline will be priced where walking or biking will be the only way to get to work. So, it pays us now to use tax money to build good bike AND WALKING routes. How many workers drive 20 miles or more to work at a hamburger place? How many live next door to the shop where someone else has as a destination? Coordinating jobs with residences would help immensely, and would require no construction.

Comment Count from Trail, Bicycle Amenities, Jobs theme(s): 1

## Trail, Bicycle Amenities, Sidewalks

COMMENT  
RESPONSE

Date

2/1/2014 Downtown St. Petersburg: For running: downtown St. Petersburg waterfront park system, mostly the North Shore Park area.  
For biking: the Pinellas Trail and 1st St. N.  
For walking and strolling: Central Ave. and Beach Dr.

Comment Count from Trail, Bicycle Amenities, Sidewalks theme(s): 1

## Trail, Community needs

COMMENT  
RESPONSE

Date

11/14/2014 Comment on "Continue to press for Progress Energy Trail": I believe we are saying the same thing. Many roads here are not safe for bicyclists, and can't be made that way due to right of way. That unfortunate reality keeps many people from using bicycles in this county. Where we differ is our interpretation of how trails are purposed. You refer to recreational trails in parks, and I am talking about transportation-based trails. Both can be used for recreation, but trails specifically designed for transportation are primarily intended to get people to jobs, shopping, schools, etc. (Likewise, it should be pointed out that not every car trip is necessary for job or business purposes. Some trips are for the purpose of accessing entertainment or recreation.)  
As for paying taxes, bicyclists pay taxes just like everyone else, and everybody is a pedestrian. For walkers, trails are simply extended sidewalks. It is also true that if given the support of a safe, accessible alternative, many car owners could chose to use their bicycles or walk to some of their destinations, an option they don't have now. In fact, there are many densely populated cities in the world and here in the United States, where keeping a car simply is too expensive or impractical, and I lived in one of them. I know for a fact that safe sidewalks and bicycle facilities, and convenient, affordable mass transit, are not only appreciated and used there, but are demanded by residents of all income groups, including those who keep a car for some of their travel. Keep in mind that Pinellas is the most densely populated county in Florida already, and is already facing some of the congestion problems of much larger cities.  
I am not suggesting that Pinellas County ban cars.(I own a car, not a bicycle, but I walk.) I am only saying that as the most populous county in Florida, Pinellas County needs to be providing safe, accessible transportation options for its citizens, including people of all ages. income levels, etc..

Comment Count from Trail, Community needs theme(s): 1

## Trail, Economy

COMMENT  
RESPONSE

Date

11/14/2014 Continue to press for Progress Energy Trail: I realize that the link between the existing Bright House Field and Westfield Mall is dependent upon Duke Energy's commitment, but this extension is long awaited and much needed and wanted. I hope to see this come to full fruition. This link will be a major benefit to those of us who live on the east side of Clearwater, many of whom are already walkers and bicycle riders. There are numerous points that can be connected by this expansion, including Clearwater Mall, St. Petersburg College, a new, enhanced community and college shared library that is now being planned, Bright House Field, the Long Center and parks, Walmart and Sunset Point shopping center, and Countryside Mall. This extension will have benefits for the economy of this region, as well as providing additional transportation and recreation opportunities.

12/3/2014 Fully Fund Planned Trails: The Pinellas Trails network goes a long way towards making this one of the world's top places to live, work, and play. The trails projects presented here are a terrific step towards leveraging existing investments into an even stronger community, and I would encourage consideration for reallocating the priorities to fully fund these trail improvements. It would also add a great deal to the plan to include a replacement for the friendship trail bridge, as the engineering report shows this could be constructed on top of the existing piers to get a world class connection to Tampa at a huge discount. We should not give up this opportunity.

Comment Count from Trail, Economy theme(s): 2

## Trail, Revenue

*Date* *COMMENT  
RESPONSE*

12/4/2014 Make St Pete portion into Corridor to Arts from 50th to Trop: The trail is quite uninviting and lacks any services through St Pete. Connect downtown to Warehouse district, then acquire property along trail past 49th and offer incentives property owners to bring in or sell to artists/a pub or coffeehouse, a bike shop, and start making it into a gateway to downtown and the arts. As it is now, many of us do anything to avoid riding this section, and it could be so cool! Way better use of \$\$ and needs to happen as Coast to Coast connector fills in.

11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: K.G.... Thank you, I do own several bikes and use the Pinellas Trail at least 3 times a week. The Trail has done more for the Citizens of Pinellas County then you realize... But I do believe (like most) that many of the contracts to create the Trail were 'politically motivated' and cost more than it should have. Well at least you won't have to pay that extra penny tax for the greenlight fiasco.

Comment Count from Trail, Revenue theme(s): 2

## Trail, Safety

*Date* *COMMENT  
RESPONSE*

11/17/2012 Comment on: "I recently witnessed a bicycle accident while running on the Pinellas Trail and had to call 911 to assist the injured biker. The dispatcher asked me where the accident occurred, but she could not dispatch rescue personnel to the description "a quarter mile south of Palm Boulevard on the Pinellas Trail in Dunedin." She needed a street address. Fortunately there was a bank across Alt 19, very close to where the accident occurred, so I could give here that address, but, I thought, what about all the places on the Trail where there are no visible addresses in sight? How would emergency personnel be able to respond where it isn't possible to give an address? The Pinellas Trail is a valuable asset, but its safety should include reliable ways to identify locations for emergency purposes. I think the Trail should have special quarter-mile markers either as posted signs or painted on the trail that could be fed into the County's database of addresses. It most certainly would enhance safety for one of our county's most valuable amenities." I thought the trail had little yellow markers like these <http://goo.gl/3McDZ> already on them, and that the 911 operators have a map of them all. Maybe we need vertical out of the ground signage educating trail users of their existence?

3/19/2014 We need cameras on the Trail: I hate to say it, but we need cameras on the trail, and signs warning everyone that they are in use. Not to spy on people, but to have a resource for photo evidence in the event of a crime.

11/19/2014 Comment on "Trails are not enough": Steve C... About half my ride is safe from vehicles to the VA when I am using the Pinellas Trail. I live South of downtown St Pete and the Trail is not safe from 22nd Street South to 43rd Street South. Besides the Weekly Assaults on that portion of the Trail, the Students from Gibbs High School seem to leave behind an obsessive amount of Broken Glass on that portion of the Trail which creates flat tires and an opportunity for some riders to be attacked. Since the Police are only "Minutes" away (after they are called) the event is over... Since I ride the trail at least 3 times a week, I can truly say that I have never seen an officer 'On The Trail'. Sometimes you can see the Police parked on 49th Street looking Eastbound on the Trail towards the next 'Crossroad' at 43rd Street. But even if they saw an assault take place halfway between say around 46th Street... Before an officer could remove a post on the Trail to drive there OR run the three blocks to the location... The Suspects would have hopped over the fence and into the neighborhood on the South Side of the Trail.  
... SO, we need a street sweeper to clean up the glass, some officers riding their bikes (plain clothes) as schools let out and maybe put up some of those now illegal Traffic Cameras on the Trail to catch Thugs & Vandals!

12/4/2014 Comment on Penny for Pinellas funding for bike and road improvements: Improving the bike lanes for 'Safety' and improving the 'Safety' on the Pinellas Trail helps our city in so many ways... Less Cars, Less Parking Congestion, Less Toxic Fumes in the Air... Just like Elsie G said... Let's fix (and secure) what we have.

Complete

11/17/2012 I recently witnessed a bicycle accident while running on the Pinellas Trail and had to call 911 to assist the injured biker. The dispatcher asked me where the accident occurred, but she could not dispatch rescue personnel to the description "a quarter mile south of Palm Boulevard on the Pinellas Trail in Dunedin." She needed a street address. Fortunately there was a bank across Alt 19, very close to where the accident occurred, so I could give here that address, but, I thought, what about all the places on the Trail where there are no visible addresses in sight? How would emergency personnel be able to respond where it isn't possible to give an address? The Pinellas Trail is a valuable asset, but its safety should include reliable ways to identify locations for emergency purposes. I think the Trail should have special quarter-mile markers either as posted signs or painted on the trail that could be fed into the County's database of addresses. It most certainly would enhance safety for one of our county's most valuable amenities.

Provided commenter with information regarding existing Trail marker program.

Comment Count from Trail, Safety theme(s): 5

## Trail, Safety, Accessibility

COMMENT  
RESPONSE

Date

3/26/2014 Comment on "Bayshore Drive in Safety Harbor": This is a nice safe path for children to ride too. I wish it were wider in some areas but I am not complaining! We are fortunate to live along the path/trail and it was one reason we bought where we did. An option to ride or walk to Safety Harbor DT and not have to drive.

Comment Count from Trail, Safety, Accessibility theme(s): 1

## Trail, Safety, Technology

COMMENT  
RESPONSE

Date

11/29/2012 Comment on: "I think with the uprising popularity of personal electric transportation devices (segways, e-bikes, electric razor scooters) they should be allowed on the Pinellas trail. They are about as quiet as traditional bikes, and I have seen a lot of "speed bikers" on the trail who can easily peddle faster than these things so don't argue that their dangerous because they are self powered.

There is already a speed limit imposed on the trail so I do not see why they are banned. Just some grumpy old people probably complained about some kids in the past and now its ruined for everyone. We should be encouraging efficient electric transportation!" I like your suggestion. I wish I had a plan to improve the safety of the people using the Pinellas Trail from being attacked and robbed in their way to and from work, particularly when it is dark outside and on pay day.

11/29/2012 Comment on: "I think with the uprising popularity of personal electric transportation devices (segways, e-bikes, electric razor scooters) they should be allowed on the Pinellas trail. They are about as quiet as traditional bikes, and I have seen a lot of "speed bikers" on the trail who can easily peddle faster than these things so don't argue that their dangerous because they are self powered.

There is already a speed limit imposed on the trail so I do not see why they are banned. Just some grumpy old people probably complained about some kids in the past and now its ruined for everyone. We should be encouraging efficient electric transportation!" Well I think if the Trail was more often used, it would be less of a vulnerable spot. Usually when I have been on it its just me and someone else passing by. I think the more active users the safer it gets. Allowing electric bike riders on it for commuting purposes may increase safety?

Comment Count from Trail, Safety, Technology theme(s): 2

## Trail, Sidewalks

COMMENT  
RESPONSE

Date

3/5/2014 edgewater park dunedin: though not wide enough for bikers, runners and dogwalkers

4/15/2014 Coffee Pot Blvd N: St Petersburg

Comment Count from Trail, Sidewalks theme(s): 2

## Trail, Sidewalks, Safety

COMMENT  
RESPONSE

Date

3/5/2014 Comment on "edgewater park dunedin": That's a perfect spot to widen or build a sidewalk. All the way from one end to the other, along Edgewater Drive.

Comment Count from Trail, Sidewalks, Safety theme(s): 1

11/29/2012 I think with the uprising popularity of personal electric transportation devices (segways, e-bikes, electric razor scooters) they should be allowed on the Pinellas trail. They are about as quite as traditional bikes, and I have seen a lot of "speed bikers" on the trail who can easily peddle faster than these things so don't argue that their dangerous because they are self powered.  
There is already a speed limit imposed on the trail so I do not see why they are banned. Just some grumpy old people probably complained about some kids in the past and now its ruined for everyone. We should be encouraging efficient electric transportation!

11/29/2012 Comment on: "I think with the uprising popularity of personal electric transportation devices (segways, e-bikes, electric razor scooters) they should be allowed on the Pinellas trail. They are about as quite as traditional bikes, and I have seen a lot of "speed bikers" on the trail who can easily peddle faster than these things so don't argue that their dangerous because they are self powered.  
There is already a speed limit imposed on the trail so I do not see why they are banned. Just some grumpy old people probably complained about some kids in the past and now its ruined for everyone. We should be encouraging efficient electric transportation!" Things like this could be allowed <http://arstechnica.com/business/2012/11/kickstarter-frankencar-combines-solar-panels-with-bike-pedals/>

Comment Count from Trail, Technology theme(s): 2

- 11/9/2012** I would love to use mass transportation, but my commute from home to work would take about five hours to and from my job. I've used great mass transportation in New York, Boston, Chicago, Minneapolis and Atlanta that got where I wanted to go inexpensively and quickly. Light rail would have been the way to go. As a traveler, I felt good knowing that I could get around those cities without renting a car and driving on strange roads. In Minneapolis, light rail takes you to see the Twins and the Vikings and lets you shop at the biggest mall in the U.S. Let's attract more tourists by making this a destination where it's easy to get around without a rented car.
- 11/9/2012** Comment on: "I would love to use mass transportation, but my commute from home to work would take about five hours to and from my job. I've used great mass transportation in New York, Boston, Chicago, Minneapolis and Atlanta that got where I wanted to go inexpensively and quickly. Light rail would have been the way to go. As a traveler, I felt good knowing that I could get around those cities without renting a car and driving on strange roads. In Minneapolis, light rail takes you to see the Twins and the Vikings and lets you shop at the biggest mall in the U.S. Let's attract more tourists by making this a destination where it's easy to get around without a rented car." I'm proud to say that I helped worked with advocacy for better public transit in Los Angeles. A lot of my friends living there are thanking me. Metrolink commuter trains, the Metrorail subway, redeployment of buses displaced by new rail service, improved Amtrak service along the coast, bike paths, ridesharing commuter services, and van pools have all been a big help. The big losers are the toll roads and HOT lanes, which only benefit scofflaws and aggressive drivers intent on abusing and violating the passenger restrictions for their own selfish advantage. Being a driver of a big truck, I can tell how many people are in a car and close to 2/3 of vehicles in car pool lanes have less than two occupants in them. Worse yet, the same aggressive drivers are weaving in and out of the HOT lanes illegally to duck the tolls, creating a hazardous traffic problem.
- 11/16/2012** Comment on: "Intermodal Transportation Hub at site of new Rays Stadium. A new stadium is an inevitability. The success of said stadium is contingent upon a well planned public transportation system strategically linked to the facility." I-175 needs to be TORN DOWN for starters. Why do we have to have two interstate spur routes into downtown St. Petersburg? One is sufficient. Tearing down I-175 and building a trolley line there would also make room for more parking for Tropicana field, too. This trolley line could serve the Pier which needs a ferry terminal with boat service to Tampa up the Hillsoboro River to the convention center, and the line could also connect with the current CSX line to Clearwater, for dual use as light rail and freight service, much like is done in San Diego with the rail line between downtown San Diego and the border at San Ysidro. Also, tearing down I-175 would allow for space to build a new stadium without taking up much parking space for a new ballpark, with a retractable roof! A new stadium, a new trolley line, a new ferry service, new parking areas, new hotels, new transit center, would benefit all transportation users and help keep the Rays in St. Petersburg.
- 10/10/2012** Comment on: "First, not enough Fl. residents will use it as the daily demand will not be there. Second, once tourists see the added difficulty this brings them they will elect not to use it after the first try. (Pix this- a) Family of four fly into Tampa Airport and rent a car (\$375+gas) to travel through Tampa Bay area and to get to beach hotel, etc. b) decide to go to Orlando by rail, must travel to train station, park car and pay parking fee, get round trip train tickets (\$150 for four people) travel to Orlando, get a bus\$\$\$ to Disney. Stuck at Disney unless they rent another car to go to Cape Canaveral. for the dasy(\$200.00) Return to Disney, get ticket to train station, return to Tampa, p/u car (\$25 to park) drive back to beach. (The extra \$\$ to take the trail, park car, rent another car will cost more than to take 4 people, by car to Disney at half the time and see the Cape.)" Agree with Steve C37. Tourist need more information on public transportation.
- 11/19/2012** Traveling in Seattle the rails and buses made getting around very easy.
- 2/26/2013** When I first traveled to Vancouver I hated the city. I felt like the travel guides were all wrong. I ended up in sketchy neighborhoods and couldn't find any nice districts to just walk around as a tourist. Ever ask someone who has visited St. Pete without knowing a local and they may tell you the same story. I then returned to Vancouver after they put in the rail that leads away from the airport. It basically stops in all of the best areas of the city. I didn't have to know where I wanted to go, I just picked a stop and I was amazed at what I found. Great shopping, great parks, great dining. St. Pete has all of these, we need transportation that highlights these areas and brings tourists to them.

9/24/2013 Sarah, looking at the map now, explain what some of those lines and squiggles mean to us. How do they relate to what Brad is saying?

(Sarah) If you look at the northern part of the county, you'll see a fat line that reflects service that was recently implemented in North County. PSTA specifically tailored the service there to allow deviations from the route to make certain pickups, because it was a service determined to be needed in the area. If you look at the purple line along Gulf Boulevard, that's our shuttle service running along all of the Gulf beaches and then into Downtown Clearwater, Downtown Dunedin and further north. We found great demand for that service from residents, workers and tourists. This is also a route with demand for evening service because many people are going to restaurants and entertainment venues and many people want to be able to do that without the need for a vehicle. One of the things we hear from individuals is the desire for a connection to and from the airport, for tourists and residents, who don't want to drive. (Len) And which one is the light rail line? (Sarah) The light rail route goes from Downtown Clearwater, through the Greater Gateway Area and down to Downtown St Petersburg. What we are trying to do is connect the three major activity centers in the county. There is also a desire to connect to Downtown Tampa so you see there is a dashed line representing the potential for rail across the bridge even further down the line.

9/24/2013 Jeff, this is so important to the business community for the development of Pinellas County. We are totally built out, we saw in the opening video that they are widening roads, but we are running out of room to even do that. We have to do something. How will improved mass transit attract businesses to Pinellas County and allow people to move from the business centers?

(Jeff) That's a big component. When we looked at our studies, economic development and opportunities for jobs was a priority. The Gateway Area is our largest employment center, and across the bridge, Westshore is also a large employment center. If we can connect those two with good transportation over the Howard Frankland Bridge, then we've built the largest employment area south of Atlanta. If we have something that connects them rather than separates them, then we have a competitive edge against Charlotte, Dallas, Denver and other cities our businesses are competing for. Young people don't want to drive a car or have a lawn to mow in the suburbs. They want to live near downtown, live near nightlife, get around, go to work and have recreation without driving 45 minutes. (Len) And I think we see this in some of these northern markets. It has become a new lifestyle. They are saving by not owning a car, not paying insurance and not paying for gasoline. When the price of gas goes up to \$10 a gallon this will be a big benefit.

9/24/2013 From the phone: Amelia understands connecting the business centers, but she wants to connect the social venues and arts venues, and she wants to live her social life through mass transit. Is that part of the big picture as well?

(Jeff) Absolutely, the main spine of the transportation system, the light rail transit (LRT) system, goes to all the major activity centers in the county. It goes to Tropicana Field, it goes to the employment centers and it goes to where the nightlife is. The BRT and regular bus service are feeder routes that take people to the beaches and the hospitality industry. It builds a network of opportunities for people in Pinellas County to do what they want to do.

9/24/2013 And yet, Sarah, people complain that light rail will not take them where they want to go. They want to get into their car, go wherever they want to go, whenever they want to go, park in a nearby parking space and go home when they are done. That's how it's done now, but I'm hearing that in the not too distant future they just won't be able to live that lifestyle anymore.

(Sarah) They won't be able to live that lifestyle for all their trip making. We expect traffic to continue to grow on facilities like US 19 despite planned major improvements, because we expect more growth there. If they want to look at options in the future to reduce transportation times, light rail would not compete with automobile traffic and provide a reliable travel time. Roadways would not be as dependable as congestion builds and construction is done on the roadways. We recognize that most trips will still be made by automobile, but we are trying to provide options. Transit isn't the solution for all of our trip making activities but it provides a mobility option. Pinellas County is small in relation to its area. We don't have the ability to expand major roadways without impacting neighborhoods. So as we continue to grow and maintain the competitive travel advantage I think you will see a shift to transit because it will be more reliable in those fixed corridors. (Len) And I imagine a hybrid community. We'd still have the suburbs, where people would get in cars to go to shopping centers, but you'd also have transit corridors where businesses, apartments, restaurants and entertainment venues are grouped together along the corridor to allow people get to where they want to go quickly and efficiently.

- 9/24/2013 From the phone Robert asks: Why the emphasis on light rail? It's expensive, it's disruptive and it doesn't serve the densities we have. I hear that a lot. People are thinking that we'll put a light rail in for \$6 billion and there won't be enough people to ride it.
- (Brad) Well, that's what this is about. It's about creating a different type of transportation investment like rail that can create or have an impact on our community. Investing more and more into bus transportation does carry more riders, but doesn't have the impact on surrounding land use that a fixed guideway investment like a passenger rail system, such as light rail, would have. That's what this is about, affecting land use. Just like spending money on a road investment, such as US 19, has an effect on businesses, neighborhoods and other land uses, so will this. Over time, as has occurred everywhere else this has been done, the Transit Oriented Development (TOD) occurs where there are restaurants, apartment complexes and condos and increased density because you don't need large parking lots. People can avoid having a car. They can walk or bike to work, restaurants, the stations or the baseball game. (Len) And I think we are seeing this in the big picture look into our transportation future. Light rail will be the beginning of the future. (Julie) What I find that is great about this plan is that it is not just about light rail. A lot of study has occurred regarding where the light rail will be located as well as where we have the best possible chance of use, and it's related to where the jobs are, the potential for new jobs and the connection to Tampa. Additionally, the plan provides many other choices, from trolleys, to smaller buses, neighborhood connector services, more frequent routes, and BRT. 65% of this plan is going to improved bus and trolley type services. That's the biggest part of this plan. 35% of the plan is going to rail. Speaking about the arts and entertainment we talked about earlier, the trolley service along the north coastal route has become a huge success because it runs on nights and weekends and takes you to the fun places you want to go. This plan will add more of that. Seven days a week you will be able to get on a trolley and do the fun stuff that you want to do.
- 9/24/2013 From the blog: I don't live near the rail line, so why should I support this? How will it affect people in these far reaching neighborhoods like Tierra Verde or Tarpon Springs? This is a county-wide benefit, and it will affect all of us, but how can someone take ownership if they live remote from the rail or bus lines?
- (Sarah) As Julie said, the light rail line is only a small part of the whole package. The enhanced bus service is a much larger piece. The rail line will be accessible to everyone even if they don't live near it. We are looking at park and ride lots to serve the rail line in terms of individuals who need to drive to get there or they could take a bus to get to the rail line. Some like to bike as well, so we are looking at bicycle and pedestrian access to the rail line. All of these improvements are being considered in the price of the plan. We want to emphasize that we want to look at the plan as an entire package. (Len) So if you go outside your front door and beyond your front yard, there will be a benefit to you. (Julie) Going back to the trolley, there isn't a trolley everywhere in the county, but because not everyone lives on a trolley line doesn't mean you won't use the trolley. You want to do what is right for the area. That is the great thing about this plan. Some people say we aren't a Charlotte or a Dallas. No, but we are Pinellas County, and we've looked at it in a way that considers what's right for the neighborhoods here, as well as the residents and the tourists. A railway in the Gateway or St. Petersburg area wouldn't be right for Tarpon Springs to Dunedin, but we've tried to put the right transportation in the right area and have it all connect. (Len) We do have so many unique communities in Pinellas County, and it's gratifying to hear that you are studying each of these communities so that the right solutions fit the right situations. (Jeff) Absolutely, we are not proposing to change anybody's communities; this will help to protect our neighborhoods. It'll give us the chance to let redevelopment occur where it needs to occur: on underutilized corridors, in activity centers and in employment centers. That protects neighborhoods. Currently 14% of people live along a frequent transit route. With the new expanded plan, 80% of people will live near a frequent transit route which can take them into the activity centers or out to the beach, giving people options.
- 9/24/2013 What about the Howard Frankland Bridge? When that gets replaced how will the look of it change to accommodate mass transit?
- (Sarah) We have been working with the Florida Department of Transportation. They have been looking at a replacement of the north-bound span of the bridge and we are working with them to see how transit can be accommodated as a part of that process. One of the things they've looked at is using a temporary facility needed in order to reconstruct the north-bound span for rail once the north-bound span is completed. In the short-term it could at least be used for express bus or express lane service. That study is currently underway and is a big part of our effort to ensure that transit is considered in the future of that corridor.
- 9/24/2013 Pinellas County needs better transportation in order to bring more and better business to our County. Trolleys and Bus Rapid Transit are good however rail is better!
- 8/24/2013 A bi-directional tram over the Clearwater Beach causeway: It could stretch from the Oaks parking lot to the Marina Bridge. The current sidewalk on the South part of the bridge is over 10 foot wide.
- 5/9/2014 Free Public Transportation Days: I think there should be free Public Transportation Days thought the year. Museums do this with Free Museum Day ([http://www.stpete.org/arts\\_and\\_culture/arts\\_alive\\_-\\_free\\_museum\\_day.asp](http://www.stpete.org/arts_and_culture/arts_alive_-_free_museum_day.asp)). This attracts those who would not otherwise try a service to give it a shot. I think if people could try the service out for free they would be more tempted to give it a chance.
- Or maybe some other way of offering new users a "free" trial type deal with riding the bus? Drivers Lic #'s or something so people can not scam the system? Anyways the point is a free trail to new users in some manner.

COMMENT  
RESPONSE

- 5/9/2014** Comment on "Free Public Transportation Days": Eart Day ought to be a day where ALL public transit should be free. It would be a great way to promote it to the public to give it a try! In Los Angeles, when there is a major freeway project that requires a total shutdown of a certain segment of the road, Metro there has increased service frequency levels on buses and trains and offered free rides as an alternative to what is known as "Carmagedon".
- 11/15/2014** Comment on Replace PSTA management and board: Incompetent persons on the PSTA board were selected by incompetent politicians like Bostock and Brickell who are no longer on the County commission. The same holds true for people like Tom Rask who failed miserably on his primary bid for a seat, and also Ed Hooper, both of whom are toll road supporters who have no clue how public transit operates.
- 11/15/2014** Comment on Replace PSTA management and board: We need to get rid of Norm Roche, too since he did NOT support the people's right to vote on such an issue. He needs to go bye-bye in 2016. No term limits supporter deserves a ticket to play God. He's already put himself above the people by refusing to allow the vote on Greenlight in the first place, supportive or not.
- 11/15/2014** Comment on Replace PSTA management and board: Low Voter Turn Out? Did you donate and join the volunteers at Greenlight to make sure there would be a better turnout?
- Politicians on the Board? To do this job right you need to put many hours into it only a full time politician or someone retired can do that. Change the rules on Board Members that they can be held Accountable/Liable for Personal Gain OR Mis-use of Office. In other words, these days you have to threaten people to be honest!!!
- How many Millions of Dollars was spent by both sides in signs, advertising, booklets, etc. that could have been better spent? Heck, you could have provided housing for ALL the Homeless Veterans In Pinellas County for a Year or more.
- Seeing that the Board did not have the true concept of what 62% of the citizens wanted, it means they were not listening or had an agenda of their own. Replace the Board...? Yes.
- 11/15/2014** Comment on Replace PSTA management and board: John B. you are sounding like the typical egomaniac talk show host that repeats the same things several times over during their shows. Talk shows are by far the worst source to get any useful source of information and the contents are very narrow-minded with very little details. Stop highlighting the negatives. You don't realize you are drowning us further into not solving the problems or you are in complete denial that the problems don't exist only for yourself! ITS TIME FOR YOU TO BUTT OUT OF THIS FORUM WITH YOUR NARROW-MINDED SELFISH CRITICISM! I'm not deaf or blind! There's a lot more to politics in this than just money. YOU HAVE NO HEART for the poor, the disabled, the homeless, the working class. Just be ready to see more folks with cardboard signs in front of your face every day if you continue to say no. I'm sorry your car industry is not satisfied with the numbers until they have a monopoly on transportation. What's next here after yiu ban public transit and bike paths? Walking, too? It doesn't surprise me we have the highest pedestrain and bicycle fatality rate in the nation, and that number will go higher if we keep spending money on toll roads and new streets that will further bankrupt the economy. just because a good ol' boy like you needs to cure his gas pedal blues.
- 11/15/2014** Comment on Replace PSTA management and board: Step one, getting rid of the county commissioner who were incompetent, Bostock, Brickell, Roche, and the prevention of hooper getting in has been completed. Now let's work on step two John B.
- 11/15/2014** Comment on Replace PSTA management and board: The ones you refer to have all been away for a long time. I think the one you seem to be having trouble with is Neil Brickfield. Ken Welch and his PSTA puppet board and the other BOCC members are responsible for the mismanagement of PSTA and the Greenlight scheme. All the other mayors and city council members who were complicit in the con must be replaced or we will just start over again. The 2% should start now or they will soon be 1%. Then what? Total disappearance? This is a typical local bureaucracy that we see over and over all over the country. Look no further than Hillsborough and surrounding counties to find similar pockets of inept city and county politicians looking for ways to fleece the taxpayers.
- 11/15/2014** Comment on Ferry boats between St. Petersburg and Tampa: I don't understand why it would not print co ckroach Bay Preserve State Park? Are we THAT politically correct???
- 11/15/2014** Comment on Ferry boats between St. Petersburg and Tampa: Phillip M. I had the same problem when I used the word to make a reference of I-285 in Atlanta being Sue A. Cyde Circle.

- 11/15/2014** Comment on Ferry boats between St. Petersburg and Tampa: John B. if you're not interested in utilizing the public transit services, COMMENT NO FURTHER! I don't need to hear your dictatorship form of solving transportation problems by forcing your decisions on us. I look forward to Detroit handing its crown for being the largest metro without rail to Tampa Bay and it's a crown you can proudly accept! Apparently you have no interest for the ferry boat service since that is what I opened this idea for. I believe there's a gold mine waiting to be made. And it can be done without caSINos there, too.
- 11/15/2014** Comment on Ferry boats between St. Petersburg and Tampa: John B... Your thoughts and logic have opened my eyes and mind. Thank you.
- 11/15/2014** Comment on Ferry boats between St. Petersburg and Tampa: Just in:
- Your comment, "Steve C. 98% of the population of Pinellas is not interested in utilizing public transit. I am just one among many.  
Of course we might be interested if you or someone would show us a viable plan that actually makes sense in terms of service and cost.  
If you come up with a plan that really is a goldmine, you will have no trouble finding a private company to offer the service.",  
has been reported by another participant on Pinellas Transportation Plan as being abusive.
- Pinellas Transportation Plan is a place where residents come together to share and improve ideas. This kind of sharing and interaction relies on positive interaction between members.
- We have established some community guidelines to help promote a safe and inviting environment. These guidelines include:
- Be respectful of other members and their ideas. There is no need to harass or abuse another member.
  - Do not, under any circumstances, post anything obscene, hateful, or derogatory. If you need to ask yourself twice if it's appropriate, it's probably not appropriate.
  - There is no need to sharply criticize another member's ideas. Feedback should be constructive and encourage the submitter to improve his or her idea.
- Any behavior or actions that violate these simple rules or the Terms of Use may lead to member suspension or removal from the Pinellas Transportation Plan site.
- Thanks for staying positive,
- 11/15/2014** Comment on Ferry boats between St. Petersburg and Tampa: Your comments positive John B.?Hardly. I see nothing on these posts for making things better for transportation in Pinellas so why comment?
- 11/15/2014** Comment on Ferry boats between St. Petersburg and Tampa: You like ferries? Build a few and sell rides to all those people waiting in lines down at the pier.
- 11/15/2014** Comment on Ferry boats between St. Petersburg and Tampa: Wrong Phillip M> It started about 10 years earlier in the late part of 1998 right here in the FL governor's race.

## Transit Oriented Development

COMMENT  
RESPONSE

Date

- 5/14/2013 "Images" idea: think the images are beautiful, The station looks chic and comfortable. I hope this venture will welcome the pinellas county community and take us to the next level of commuting.
- Thanks for your comment Natalie. This image has been one of the most popular in a series of visual preference surveys we have done at public meetings. Not only are we planning to connect people to jobs and other destinations in the community but we also want to create more quality communities like the one in the image where people can live, work and play.
- 8/21/2013 "Bike Boxes" idea: There needs to be an option for safely locking bicycles (for long periods of time) that will not fit on trains or for people who need bicycles to get to the rail in a timely fashion, but do not need them at their final destination.
- "Bike Boxes or Bike Hoods" idea: See the attached picture. Bicycle boxes are best, but bicycle hoods are sufficient because they protect the bikes from rain.
- Any landscaping should be xeriscape and/or FL native.
- 10/16/2013 Comment on "Makes 100% perfect sense, but rely on the county commission": Need to include the cities in these actions-not just the county

Comment Count from Transit Oriented Development theme(s): 3

## Transit Oriented Development, Growth/Land Use

COMMENT  
RESPONSE

Date

- 8/7/2013 TOD must make business sense to be located at specific places: Community and business development will be motivated by, and attracted to, actual riderships, and destinations. TOD makes sense for communities and businesses largely where the riderships of a mode and the destinations served by the mode combine to create potentially profitable "village centers."
- 10/16/2013 Makes 100% perfect sense, but rely on the county commission: The county needs to have a plan and focus on TOD. Focus the county growth around these stations. Emphasize the benefits of living near these stations. Don't fall of the rail (pun intended) and start allowing the sprawl around the county happen again. If the county commission starts allowing what has made transportation an issue in this county again, than TOD will fail.
- And I am in all favors in giving tax incentives to any develop that develops around a light rail station. But their needs to be guidelines and rules to collect those tax incentives, and they must relate to the development. All office, residential, and hotel developments must include retail according to number of units, no surface parking, and set up a development fee to collect for adding greenspace and parks around the TOD and stations.

Comment Count from Transit Oriented Development, Growth/Land Use theme(s): 2

## Transit Oriented Development, Growth/Land Use, Regional Tr

COMMENT  
RESPONSE

Date

- 8/6/2013 Macro vs. Microdestinations: I'm still trying to figure out a way myself to explain the concept. But in essence -- it's important that we work towards creating an environment which is conducive to higher densities and more intense development. Mixed use-zoning and transportation are two positive methods for working towards that goal. Pinellas, and Tampa Bay on a macro scale are in a sense unique compared to other metropolitan areas in the United States. We focus on the negative reasons, but I can point out a positive reason we are unique. We are a large region, with multiple central nodes. Most cities and regions have a single anchor city, and maybe several secondary outlying nodes. We can, to our advantage -- continue to remain on course with rejuvenating and grow our current urban centers, Tampa, Saint Petersburg, and Clearwater. But we should also really start looking towards creating secondary centers as well. It's dense, but decentralized at the same time -- and it can perhaps benefit transit even more so.

Comment Count from Transit Oriented Development, Growth/Land Use, Regional Travel theme(s): 1

## Transit Oriented Development, Rail

Date	COMMENT RESPONSE
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6/5/2013 "Just Do It!" idea: any rail station development would be a great improvement!

8/2/2013 Comment on "Locate the station where it can become an activity center" idea: I agree with this. Build the stations where the highest concentration of grocery stores, boutiques, bars, attractions, etc. are.

10/16/2013 Why not?: Why not here?

Transit-oriented developments are how most cities and towns developed in America from the rail era to pre-WWII. TODs are just traditional town centers that also have some kind of mass transit investment, like light rail or bus rapid transit. Modern "TODs" have had recent success in places like Cleveland (HealthLine BRT system), Kansas City (MAX bus), Arlington County, VA (Washington Metro) and Salt Lake City (TRAX light rail).

If other places can figure it out we can too (and should, to a stay dynamic and desirable place to live).

Comment Count from Transit Oriented Development, Rail theme(s): 3

## Transit Oriented Development, Rail, Park & Ride

Date	COMMENT RESPONSE
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5/24/2013 "Locate the station where it can become an activity center" idea: The rail station would add value to a community if it extended its capability as a transportation center to being a community activity center. There are areas in Clearwater, St Pete, and between that could well benefit from a community activity center that could include such things as theaters, entertainment, playgrounds, markets and shopping, service shops, and gyms. Private development and jobs would increase and might pay for at least part of the rail station.

Comment Count from Transit Oriented Development, Rail, Park & Ride theme(s): 1

## Transit, Accessibility

Date	COMMENT RESPONSE
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5/1/2013 Comment on "Enhances quality of life": To have limited options for transportation is like living in a dictatorship. It would be nice if more options were available for buses, trains, ferry boats, bike paths. HOV lanes that would be open to vanpools, carpools, buses, and even motorcycles (allow them to ride two abreast in a lane) without having to pay toll for the use of such lanes. We have enough roads already and most of them need safety improvements and modifications.

1/24/2014 Enhance bus system frequency and expand routes: Seniors need a caring community in which to live, one in which there are ways provided by a friendly transportation system to get to medical facilities and professionals, churches, shopping, friends, and entertainment, and to transportation connections.

1/24/2014 Provide more transportation alternatives (bike lanes, trails, sidewalks, bus, etc.): A few days a week won't cut it K G. Seniors do things on the weekends, too. I drive a senior shuttle for my church on a Sunday once in a while and they would like to have more bus transportation options so they can take care of things like shopping, visiting neighbors elsewhere in town, doing something fun like going to the beach, the movies, sports events. How are they going to get home if a ball game goes into extra innings late in the evening?

11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Handicapped access to vans is no issue. Can easily be done, and done more efficiently than the current practice of running empty buses. Vans CAN be used in a public transportation system too! Running appropriately sized buses/vans or other vehicle models will resolve some of the funding issues as well. Right now it looks like the public transportation system is being run by grammar school kids with no idea of how to run an efficient system. I also doubt that any of the PSTA or Commissioners ride or ever rode the bus system themselves, otherwise they'd see what the issues are and take the appropriate actions to correct them. Things seem to be done with little thought and little planning. I was taught that failing to plan is planning to fail. Want an efficient cost-effective workable public transportation system, then plan and design one. It can't be done from an office in downtown. There are many examples around the world that work, so why is it so difficult to find a solution here???

Comment Count from Transit, Accessibility theme(s): 4

- 8/5/2013 Comment on "Other (describe in comment box)": Oh please... a fleet of electric cars is not the answer, the public transit is subsidised to encourage its use (its essentially carpooling), because the more its used the better it would be for society as a whole. Plus the bus moves 1,133,374 (June 2013 numbers) per month which is no where close to 10,000.
- 5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": Your comment is false KG. Some light rail projects in Los Angeles, Portland, San Diego, and even Cleveland have come in on time and under budget in the few cases they have. A lot of the cost overruns are due to constant procrastinating and obstructive politics by the same naysayers who complain about frivolous lawsuits. They need only speak for themselves for the cost overruns, and that is virtually on all transportation projects, not just rail, and actually, most new highway projects are by far the worst because of so many lawsuits involving eminent domain in right-of-way acquisition. Critics have even made silly excuses that buses and trains tint windows so that people can't see that they are empty. I'd like to see those same people make the same claim about the sound barriers on the highways so we can't see how much traffic there is to determine if they are congested or not. That's all a bunch of false facts and phony figures by libertarian think tanks who twist and turn and spin numbers to protect their own selfish interests. When public transit projects are successful, as usual, they will come up with another new excuse to say it does not work. Saying "no" will not solve the problems we face, and the more options available, the better.
- 5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": \$2.5 Billion quickly turns into \$5 Billion and 10-year projected project build cycle quickly turns into delays and becomes 20 years. Look at any Public Transportation project in the country and tell me of one that come in on time and on or under budget! What a waste. This is a perpetual tax machine that will cost us all dearly. We need a workable solution, not just for Pinellas, but the entire Tampa Bay Area. Trains for our geography are not the answer. You can walk any downtown. As proposed, how do you think people will get to the trains?? Cars? most likely. Will this system replace car use. I sincerely doubt it. They will be mostly empty just like most buses you see on the roads.
- 10/14/2014 Comment on "Develop a Useful System": So, by the time this rail system is built it will cost taxpayers approx. \$5Billion with labor and materials cost increases and "unforeseen delay costs". most commuters will still need a car to take me to a parking lot to take a bus to take a train to take a bus or taxi when I get to my stop. No airport, no beach, no mall, no hotel service. This is nothing short of insanity. It is a train to nowhere. This proposed system will include many grade-level crossings causing more accidents and delays and loss of more innocent lives when most railroads are elevating trains to replace grade crossings. This system can never deliver what our "trusted" representatives tell us. This will require subsidies forever and there will be another "need" to raise taxes even more. Sooner or later you get to the point where people get fed up and move somewhere else. Maybe I'll move to Cleveland.
- 9/11/2014 Comment on "Develop a Useful System": Steve C. You write a lot but you don't make much sense and the majority do not agree with you, because the vast majority are never going to give up their cars and trucks. They take us where we want to go, when we want to go, door to door. We accept the expenses we pay for the freedom we have. If you had to pay your per user share of all these dreamy transit and bike path ideas, you would find the cost is unacceptable. Taxpayers pay \$6.00 every time someone steps on a bus and pays 91 cents. You really think we want to (or should) pay more? The 98% are not obligated to give you what you want, that is why Greenlight failed by such a large margin.
- 10/14/2014 Comment on "Develop a Useful System": What transportation woes? Traffic congestion is a way of life and it is a lot less in Pinellas than many other cities. Much of congestion is chosen and accepted by those who choose to live where they want to live and work where they want to work. Those who don't work seldom experience congestion - by choice. Our bonds are sold to countries all over the world, that means we borrow money from them - currently over \$17 Trillion. What's a few million from Mexico? As for payment, Florida drivers pay 68% of road construction and maintenance costs directly through taxes, licenses, fees and tolls. The other 32% is paid by state and federal funds - taxes we paid. Drivers are not looking for or expecting a subsidy from anyone. Public transit is very costly in low density areas. That is why less than 2% of the population uses public transit. Taxpayers (drivers) pay 100% of capital costs and 84% of operating costs in Pinellas. It would be interesting to know how many bus riders pay federal income tax. If you are looking for a free ride, at least be honest and say that is what you want. Public transit is not used by 98% of the people, so why should they pay for it?

11/15/2014 Comment on Replace PSTA management and board: Let's assume you are correct. Now let's get rid of the incompetent persons on the PSTA board starting with Ken Welch, the chairman, followed by the board puppets and upper management, starting with CEO Brad Miller and anyone else involved in promoting Greenlight for the last three years.

PSTA's average bus occupancy is 8 riders on buses with a capacity of 58 riders. That is 27% less than the national average of 10.9, which is also low. Averaging 50 empty spaces on buses is a glaring example of mismanagement. Any well run organization, public or private, in this situation would immediately replace management and lay off unnecessary and/or incompetent personnel.

It is ridiculous that (property) taxpayers are paying \$73 million/year for a mismanaged bus service run by a bunch of amateur politicians who don't know much about anything other than raising taxes and spending money. Given the number of complaints from those who ride buses, it is perfectly obvious they do not know what they are doing. They spent about \$4 million to cook up the Greenlight scheme which was not about fixing buses, it was all about raising taxes and spending \$3.3 Billion on a train we don't need. Only 8% of the proposed funding was for buses.

11/15/2014 Comment on Replace PSTA management and board: Mr. Roche has not been on the PSTA board for a year - punishment for exercising his right to free speech and for properly representing his constituents. He is the only commissioner who actually studied the plan and made some intelligent suggestions of changes that would actually make sense.

He believed the Greenlight plan was flawed, that it should have concentrated on improving bus service rather than a \$3.3 BILLION train which could not be justified.

You continue trying to turn this into a political issue when it is about transit, what is wrong with PSTA and how it can be improved. Since you apparently do not know that Mr. Roche was not re-elected, you should refrain from discussing politics which you know nothing about and do not understand.

You apparently believe in raising taxes for whatever politicians want, whether it makes sense or not. Greenlight was a scam, a blatant waste of billions of dollars of taxpayers money. The only reason 32% voted for Greenlight is because, like you, they did not understand the corruption that led to the scheme in the first place.

Greenlight is history so you should be concentrating on how PSTA can be fixed. The present management and politicians on the board have proven beyond a reasonable doubt they are incompetent.

Sit back, relax and try to come up with some intelligent solutions to a problem that affects almost 2% of our population. Or don't.

Frankly, they don't really care and neither should you. It is an exercise in futility to change corrupt and/or stupid politicians.

11/15/2014 Comment on Replace PSTA management and board: People with jobs: 404,890

No vehicle available:	15,774
Car, truck or van - drive alone	325,976
Car, truck or van - carpool	34,196
Walk	5,770
Taxi, m'cycle, b'cycle	10,178
Work at home	23,681
Total	399,801

Take public transit to work	5,089
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Those who take public transportation

No vehicle available	2,127
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1 vehicles available	1,458
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2 vehicles available	1,311
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3 vehicles available	193
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Total	2,962*
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\*This means that about 3,000 people with access to one or more cars take the bus for some reason: likely the car is needed by another family member.

That's it for those who have jobs and need a way to get to work: 2,127 people (0.5% of workers) . Maybe 5,000 max. (1.2% of workers).

PSTA will spend \$87 million this year, they will collect \$14 million from riders (average fare is 91 cents/ride). Leaving \$73 million for taxpayers.

[http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_12\\_1YR\\_B08141&prodType=table](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_12_1YR_B08141&prodType=table)

(you have to use the "advanced search" option to get to the numbers for Pinellas)

- 11/15/2014 Comment on Replace PSTA management and board: My, Goodness, Steve C. Getting a little excited, are we? Maybe this would be more interesting if you would tell us what you see as a problem - not the pretend stuff, the real problem. This has nothing to do with the poor, the disabled, the homeless or the working class. The first three can essentially ride the buses or DART free. What's to complain about? Give them their money back?
- In case you didn't know, there's a war on poverty. Started in 1965, trillions have been spent, the poverty level is about the same. Maybe, just maybe, there's a more effective way to fight this war and transit is not the answer. It's a bit more complex and I know that an expert like you can come up with better ideas than free buses and more bike paths. As for the working class, 16,000 workers don't own a car. 2,000 ride the bus. The other 14,000 ride with someone else. Or walk or ride a bike. If you had \$73 million/year to fund a bus service, what would you do differently? That is THE question because that is what we voted for.
- You should think about that fact for a while and write something meaningful instead of trying to make this about politics. That is just you dodging the issues, the facts and the legitimate will of the people who live here and pay the taxes that add up to \$73 million/year.
- We know all the facts from the census folks. Doesn't seem like a lot of people have issues with transit, because not very many actually use transit. Even with all of those free rides PSTA gave away to bolster ridership, nothing happened. Bus occupancy did not change.
- Before you start on your next rant, consider the problem because you have one but you have not really defined what it is. You allude to mistreatment of those less fortunate, but they are the ones who voted against Greenlight, because it takes more out of their pockets than anyone.
- Who is it exactly that is drowning further into not solving the problems? That is your first challenge - who exactly has problems?
- 11/15/2014 Comment on Replace PSTA management and board: John B. Thank You for the time you spent looking up the Actual Stats on how people get to work. I am going to use your number of 5,000 and double it for those that use the bus system for Education Transportation, Medical Appointments, Shopping and Visiting Friends. These additional riders may not be poor, they just use the system for convenience. Using the budget you posted of \$87 Million, comes to \$8,700 per year for ten thousand individual riders. Total Population of Pinellas County is about 921,000, so ridership is about 1% of the population.
- Steve C, Since you truly care about those in need, would you be willing to sponsor one of the less fortunate of those in our society and cover their portion of that \$8,700? If we gave a Tax Break of \$8,700 to the TOP 1% money earners in Pinellas County, there would be riots in Ferguson, MO. But giving the same amount to the less fortunate is okay... WHY?
- When John mentioned that many ride for free, he was referring to those who receive bus passes through; Govt Agencies, Schools, Churches, Medical Centers, Business Groups and Other Organizations.
- The Bottom Line for this topic of Replacing Board Members is... They should have put a lot more thought into ANY mass transit system and discussed how much ridership they need to break even. They have done a poor job of controlling spending to cut costs. AND I NEVER want to hear one of our board members ever say to a question asked that the answer is complicated... NYC has over 3 million riders Daily, covering 5 Counties and 2 States... THEY are Complicated, THEY run in the Black and THEY can Explain ALL Aspects of how the system works.
- 11/15/2014 Comment on Replace PSTA management and board: Steve C.
- Everyone who uses anything should pay for what they use to the extent practical.
- It is practical to ask that those who use roads (100% of the population depends directly or indirectly on roads). Truckers recoup their costs from shippers who recoup their costs from consumers, so in the end, 100% of those who depend on roads pay for roads.
- Other costs, such as fire, safety, public parks and buildings, etc. are not so easily separated so they are funded from a general fund which is a collection of taxes and fees paid by residents. Property taxes and sales taxes are primary sources of revenue in FL since we have no income tax.
- The same is not true of public transit. In fact, almost the opposite is true in low density/low use/high cost (per rider) transit systems such as PSTA.
- Since few people use transit in Pinellas, more of the cost is paid by non-users, taxpayers. Those who ride buses are generally less likely to pay significant taxes while more likely to ride public transit. That is why 100% of the capital cost and 86% of the operating cost is paid by taxpayers. Public transit users who do not qualify for assistance should pay their share of the costs, both capital and operating.
- You need to take a step back, look at our culture and start thinking about how you can maintain and improve the mode of transportation we choose - roads.
- Yes, the same roads 100% of us depend on either directly or indirectly. The same roads that Florida drivers directly pay 68% of construction and maintenance costs - our choice, our culture. The other 32% is funded by state and federal taxpayers \*(that is us - the drivers). Commercial users recoup their costs. Private users pay their own way.
- <http://taxfoundation.org/article/gasoline-taxes-and-tolls-pay-only-third-state-local-road-spending>
- It would be much more interesting if you simply tell us what you want rather than posting incoherent strings of comments that have nothing to do with improving PSTA's usefulness.
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: Ferries are great - as long as they are owned and operated by private companies without taxpayer subsidies. And yes, taxpayer owned facilities should be utilized more efficiently.

## Transit, Affordability/Cost

<i>Date</i>	<i>COMMENT RESPONSE</i>
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11/15/2014	<p>Comment on Ferry boats between St. Petersburg and Tampa: Steve C. 98% of the population of Pinellas is not interested in utilizing public transit. I am just one among many.</p> <p>Of course we might be interested if you or someone would show us a viable plan that actually makes sense in terms of service and cost.</p> <p>If you come up with a plan that really is a goldmine, you will have no trouble finding a private company to offer the service.</p>
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Comment Count from Transit, Affordability/Cost theme(s): 14

- 10/14/2014 Comment on "Develop a Useful System": Don't misunderstand - I am all in favor of a viable public transportation system and I despise toll roads. There may be a solution for Pinellas, but this rail project is not the answer. There already was a Pinellas railway that extended from Tarpon to St. Pete Beach. Its now called the Pinellas trail. Clearwater to St. Pete to Tampa??? Why build a \$5B rail when ferry and bus service will work well. Look at the Greenlight's own photos of people riding a bus in today's Sunday paper showing only 2 riders. No system can sustain this. It would be cheaper and more efficient to use the rail money and just give people vouchers for taxis. With Uber and Lyft, who knows what the future may bring??? The route is not practical. Look at all of the grade level crossings that will be built and the traffic jams and pedestrian and auto accidents it will cause. Is it all worth it to say we have a train?? I don't think so. Look at the big picture. Trains have a place, but the proposed system is not it. Get the bus service right first, then look at options. Using taxes for tracks is just as wrong as using taxes for sports stadiums. Only few will use either. Shame if it is that there is great potential and great talent in Pinellas, but large corporations contributing to this effort is also so wrong. Let the people speak in Nov and then we will all have to live with our decisions. And if you don't think this rail will bring more debt, more drugs, more crime, more homeless, then you are only fooling yourself.
- 10/14/2014 Comment on "Develop a Useful System": 62-38. Greenlight lost by a very large margin. No light rail. Ever. Those who want public transit should petition the Pinellas County Board of County Commissioners to get rid of PSTA CEO Brad Miller, COO James Bradford, all the marketing geniuses who came up with ways to sell the flawed plan to voters, Board Chair Ken Welch and all of his puppet board members. PSTA has an average of eight riders on a bus that accommodates 58 passengers, 38 seats, 20 standing. That means that on average there are 50 empty spaces on PSTA buses. That is gross mismanagement. If anyone really wants more buses, then there is an easy way without a tax increase (after replacing management): Increase average fares 65%, from 91 cents to \$1.50. Increase bus service 65% as proposed in the Greenlight plan. If ridership increases 65%, fare income will increase \$23 million, more than sufficient to pay the estimated \$300 million cost to increase bus service 65%. Florida drivers directly pay 65% of road construction and maintenance costs through taxes, licenses and fees. The other 32% comes from state and federal taxpayers (that's us the drivers). If drivers can pay for roads, bus riders can pay for buses.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": Steve C. There are about 930,000 residents in Pinellas. Less than 2% ride buses. That leaves more than 98% using cars or trucks as their chosen transit option. 100% of Pinellas depend on roads 24/7, directly or indirectly, even those that ride the bus. The 2012 US Census Community Survey reports that 16,000 workers in Pinellas do not own a car. 2,000 ride the bus. The other 14,000 find another way to get to work, usually by riding with someone who has a car. A total of 5,000 workers ride the bus to work. The other 3,000 own a car (up to three) in their household but take the bus, probably because other family members are using the car(s). No study has shown there is an actual demand for additional public transit. All we know for sure is that the few people who do ride the buses are typically not happy with the service. What do they expect for free (or 91 cents)? Their money back? That may give you a clue to the 62-38 vote and the fact that none of the cities or the unincorporated areas voted in favor of Greenlight.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": I think there is a stigma about riding the bus in Florida in general. We need to engage in education and marketing to change that. Everyone of every class and color rides the bus in NYC, but in Florida you are thought to be poor if you use public transportation. I rode the city buses in Sarasota for 4 years, and they were great. I would like to see ridership increase.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": The only way to increase PSTA ridership is to replace management. The current management has been focused on the Greenlight scheme for three years and has let the bus service fall into a severe state of meaninglessness.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": If John B.'s answer is to replace the PSTA execs, that has to start with replacing some of the political reps that put them there in the first place. I am glad to see that Bostock and Brickell are gone! That's where the incompetency started. Also, voters wisely rejected Ed Hooper for the countycommission in last week's election, another person I feel is incompetent on transportation issues since he favors toll roads and does not support public transit. Those who do not support public transit need not to make suggestions for who should be CEO of a public transit agency!
- 11/12/2014 North County East-West routes: There needs to be routes along Tampa Rd From Oldsmar to Alt 19 and Klosterman Rd to Alt 19, from Main St in Safety Harbor to Alt 19 to connect to the beach shuttle.

- 11/14/2014 Timed transfers: This would allow for more direct seamless connections between rail, bus rapid, and other local bus connections or small shuttles. FOR EXAMPLE: An intermodal station, with small local shuttles and local bus routes that have an end point or layover point scheduled at these facilities would have buses and shuttles arrive a few minutes prior to arrivals from rail and bus rapid arrivals. The trains and rapid buses will make a quick stop to drop off and load passengers and go. A few minutes afterwards, the local buses and small shuttles depart. It works and reduces wait time for transfers, increasing the use for all modes. Even passengers who use rideshare services or taxis can benefit, too, as cabs will be waiting for scheduled rapid bus and train arrivals.
- Referred to Appropriate Party
- 11/14/2014 Express bus via US 19: Have PSTA introduce a 19X bus route that would use the highway portion of US 19 all the way from 49th St. to Countryside Mall, instead of going along the service drive. The only stops should be at Ulmerton Rd. to connect with the 300X route serving Tampa and at Gulf-to-Bay to connect with HARTline's 200x route. It's well worth a try after the construction project on US 19 is completed.
- Referred to Appropriate Party
- 11/14/2014 Comment on "Express bus via US 19": Park-n-ride locations are few if any of them exist in Pinellas County. One place to start would be at some of the big shopping malls where bus routes meet or are the designated "end of the line". Clearwater Mall, Westfield Countryside, Tyrone Mall, and Pinellas Parkside ought to have space designated for Park-n-ride passengers, just to name a few.
- 11/14/2014 Comment on "Express bus via US 19": It's too bad that not enough emphasis was placed on the immediate impact Greenlight would have had on increased bus services during the campaign. I'm not going to quit supporting this project, even if I die before the first light rail or commuter train turns the first wheel or before the first ferry boat leaves the dock for Tampa. We've got to start somewhere, and those express buses are needed NOW! Another immediate expansion of bus service ought to be for PSTA to extend its 60 route to TPA on the east end of the line, and run it beyond downtown Clearwater to the beach on the western end. The bus could easily make a circular trip on the beach by going down Mandalay and returning via Gulf Blvd. or vice versa. This would be a great route to run 24/7 too.
- 11/15/2014 Replace PSTA management and board: PSTA CEO Brad Miller was hired to sell Pinellas on a train we do not need. Upper management and staff have been concentrating on Greenlight for three years, ignoring bus service. The board is made up of politicians who know nothing about transit management - they are more interested in raising taxes than focusing on managing existing resources. They have failed to do their job. Get rid of the politicians on the board and replace them with people who know how to run a business. Get rid of CEO Brad Miller and anyone else who was hired to promote Greenlight. The campaign is over. Now we need a more effective and more efficient bus service. PSTA serves less than 2% of Pinellas population. PSTA has evolved into a waste of taxpayers' money. PSTA is spending \$87 million in 2014, \$6 per ride. \$73 million is taxpayers' money, \$5 per ride. The 2% are paying 91 cents per ride average fare (based on 15 million rides/year). This situation will not change under current management.
- 11/15/2014 Comment on Replace PSTA management and board: John B. you need to admit the incompetent politicians are the ones who appointed incompetent persons to serve on the PSTA Board. That is why some of them failed to get re-elected and I'm glad they are gone! They proved they can't put the right people on the PSTA board, and the same politicians will do the same for every other branch of government.
- 11/15/2014 Comment on Replace PSTA management and board: Steve C. : You are absolutely correct. Once we get rid of the current PSTA management and board and the current County Commissioners who were part of this scheme, then maybe (just maybe, no guarantees), PSTA can get around to providing the service we are paying for. That is a big dream and it is highly unlikely we will ever see the level of competence required to properly assess and provide cost effective services of any kind to the residents of Pinellas County. Please name one elected official in the county that you believe understands the complexities of providing needed services to residents with no wasteful spending and efficient management. Clearly no one on the PSTA board, the BOCC or any of the mayors and city councils who endorsed Greenlight would qualify.
- 11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Hey Guys, This topic is about Bus Size!!! Sunday, Dec 7th, 12:15pm. I was riding my bicycle along Central Avenue going East from Gulf Blvd. A PSTA bus was picking up 2 passengers at 66th Street. It then went about 3 or 4 blocks and dropped off 1 passenger. At 58th Street it dropped 2 and picked up 2. At that point I was able to pass the bus and through the darkened windows could see 6 passengers on that bus. The bus again passed me at 54th Street and made a stop at 49th Street. One got off and two got on. AGAIN, this topic is about bus size. an 18 passenger bus with a 6 cylinder engine would save money for that route at that particular time of day. Maybe Sunday is a slow day for many bus routes... I would still like to see all the data spreadsheets for ridership on each Route throughout the day... YES, that would be a lot of work, but getting to the FACTS could save us Millions of Dollars. Might also discover that some routes at certain times of the day could be eliminated altogether!... What if there are 20 mile routes on Sunday that have a total of less than 15 riders??? Are we running these large expensive buses for 15 people?

## Transit, Bus

<i>Date</i>	<i>COMMENT RESPONSE</i>
12/1/2014	Better lateral service in north county: There is insufficient East-West routes in North Pinellas.
12/4/2014	Comment on Penny for Pinellas funding for bike and raod improvements: YES! Please, please, please. Rail would be great, but we need to improve our existing bus service and bike infrastructure. Let's fix what we have.

Comment Count from Transit, Bus theme(s): 17

- 5/1/2013 Comment on "Start Jitney service": A suitable example of this service would be the Jolly Trolley that serves Clearwater Beach, but its primary aim is for tourists.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": Sometimes I wonder KG, are we the only two participating in this forum? We may not be on the same page on a few issues, but we do agree on some others. I'm not going to hesitate to mention any good ideas I have if anything pops in my mind. As I've mentioned before, I DO BOTH-driving as a truck driver, and do ride on transit. We need MORE choices, not less, but not at the cost of sacrificing existing transit service nor ignoring the need for keeping the roads in a good state of repair.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": Hi Steve. Looks like you may be right. Not too much participation. Was away for last 2 weeks. I also drive long distances and grew up in a big city - both using mass transit within the city and also in the burbs where a car was a must. Same issues as here. A commuter rail took people to work in the city - much further than here. Buses ran in the suburbs, but same problem - too far to walk to a bus stop, too long a ride - taxi was best choice in many instances. The rail line spent millions eliminating grade crossings and the way people drive here, I can only force more accidents and loss of life. And for what? to appease the County Commission who are pushing for the wrong mode of transportation. This will not increase tourism - it doesn't go to touristy places, nor will it attract the "Millenniums" the propaganda insists it will. Many similar projects around the US have poor ridership and would have probably been done differently if they were better thought out. Yes, Pinellas can benefit from some form of transportation system, but I am not convinced this is the right one as there are still many alternatives.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": Steve C.: First of all, the answer to any problem cannot be determined until the problem is accurately defined. Creating a problem that does not exist is counterproductive and typically leads to a waste of time, energy and money. Greenlight is a perfect example of a solution for a problem that was never defined because it does not exist. It was a huge waste of time, energy and money for everyone involved. It was a hoax perpetrated by misguided (greedy) politicians who you seem to favor and support. You are twisting the "discussion" into a political campaign. This is not about politics, it is about the need (or lack thereof) for taxpayer funding of a problem you describe as "transportation woes." Define the problem you want to solve and let's determine if it really is a problem before going on to solutions. I do not have a transportation or a transit problem. 62% of the voters in Pinellas apparently do not have a transit or a transportation problem. In fact, public transit is irrelevant in Pinellas - less than 2% use it, they are essentially getting a free ride and there are more efficient and effective ways of providing transportation to the very few who actually need assistance. Pinellas County (and most of the US) grew around cars and roads. It works for 98% of the people nationwide. Those large cities with "masses" of people needing/wanting to get to the same area at the same time found that cars would not work for their purposes. They solved their problem with "mass" transit. It works for everyone in those areas. Pinellas is a more representative area - very low population density (five people/acre) and no concentrated employment centers. We do not have masses of people to move to the same place at the same time. Jobs (and schools, shopping, social activities, all the places people go to) are just as spread out as people. There is no public transit system in the world that can effectively service low density populations and low density destinations.
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: I want choices, it does not matter if it is public or private, and as long as it is affordable for the persons who use the system and the benefits of such things relating to traffic congestion, the environment, those who aren't able to drive for mental or physical reasons or those who have lost a license because of their risky driving habits, and those who just want alternative transportation because they want to do other things with their valuable time while travelling, besides having to hold a steering wheel in their hand and have their eyes fixed on the road. Must the alternatives be by car only? It seems like your bent on having a wealth dictatorship society and treat working class people like slaves. You need to quit throwing numbers at me because I know for a fact they are incorrect by what I have personally observed and experienced. The small government concept is NOT going to work for answering transportation here in Tampa Bay. If you want to get rid of the PSTA, then let's conglomerate them together so we can eliminate these boundary lines that each individual agency is limited to. Pick out the best people from the conglomeration and appoint them to be the execs while the others can be offered subordinate positions or take a pink slip.
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: Really John B. ? 98% of Pinellas residents are NOT interested in having public transit? Explain your perverted way of math how Greenlight managed to get 32% of the vote then. That's just as laughable as the crack about the tinted windows on PSTA buses so people can't see how many passengers ARE riding on the bus. YOUR PANTS ARE ON FIRE on that one!
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: If I had the money John B., as far as ferries go, it would be a gift I would gladly buy for the improvement of our community. It can't be done when the corporate world insists paying everybody slave wages so they have plenty of money to bribe and corrupt politicians when election times come, and that is the truth! Corporations are not people, and I'll believe it when one of them gets executed for polluting our air we breathe! If you disagree, do me a favor and take a deep breath and suck in the dirtiest air I can find and hold it so I don't have to, maybe the rest of us will live better.

## Transit, Community needs

*Date* *COMMENT*  
*RESPONSE*

Comment Count from Transit, Community needs theme(s): 7

## Transit, Economy

*Date* *COMMENT*  
*RESPONSE*

- 10/14/2014 Develop a Useful System: Development of a transportation system that moves people to airports, hotels, museums, beaches, and various venues around the county are more useful than the ability to go from downtown Clearwater to downtown St. Pete. Though the existing system may meet some commuting needs, it will certainly be easier to drive the short distances in the proposed light rail. People of the county would be better served if the rail system exhibited monorail or Metromover like capabilities. For anyone to take a train to work, odds are that they will still need a car to get to a rail station to begin their short distance but long ride time journey. They will still need a bus or taxi to get to their final destination. Also, while other municipalities have spent millions of dollars eliminating grade level rail crossings, Pinellas is complicating the entire commuter experience by using them exclusively. Grade level grade crossings will only increase fatalities on the road and further delay both rail and road
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: The ferry will be popular among tourists and for business use, and save businesses a lot of money AND time commuting across Tampa Bay and back. There are plenty of parking garages in downtown Tampa one could easily take the TECO trolley to ferry and save the hassles of parkign and paying tolls a second time going to St. Petersburg and back. On the St. Petersburg side, Pinellas County is out of step for NOT having Park-n-rides anywhere, except for the location on Ulmerton Rd. for the 300X route to Tampa.

Comment Count from Transit, Economy theme(s): 2

## Transit, Enhancements

*Date* *COMMENT*  
*RESPONSE*

- 12/7/2012 I love the transit options in the NE (Philly, DC, NYC, Boston). You really can get around without a car. In fact, because of the traffic in those places, you are better off without a car. What I especially like about being a tourist in Philly is their wayfinding signage system. On nearly every block there's a directory sign showing where you are in relation to key destinations, including estimates of the time to walk there. Each sign shows how far you can walk in 5, 10 and 15 minutes. It helps you decide whether to walk or grab transit or a cab instead.

Comment Count from Transit, Enhancements theme(s): 1

## Transit, Growth/Land Use

COMMENT  
RESPONSE

Date

11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": What you don't realize John B. is that Pinellas County is landlocked, with no room to grow outward. Density will increase with time, unless we fall into a long-term recession like Detroit. That will require MORE public transit options, not more streets and roads. There is plenty of room for development on existing land space without the need for new streets or toll roads. Building a toll road just to avoid a single traffic light, stop sign, or two is hardly worth paying the tolls for. Smart drivers will find ways to get around the tolls to save money and let the toll hogs starve. Toll roads have been counterproductive and only for the benefit of greedy overseas investors. Cintra, for instance, which took over the toll road in Indiana is bankrupt already and the Indiana Turnpike is in worse shape now than it was before Cintra's takeover. The debt will NEVER be paid and the greedy investors are laughing all the way to the bank.

11/15/2014 Comment on Replace PSTA management and board: You don't realize that this was a LOW voter turnout. I can tell you must be among these same libertarian idiots that spewed the same garbage and raw sewage about public transit issues while I was living in Los Angeles for seven years! Had this turnout been alot higher, the vote would have been far different. 40% hardly qualifies for a quorum on the issue. And of course, when issues like this pass, the same libertarians will take their egomaniac approach about issues like this, and almost any others and say it failed for example, when 68% of voters say yes, even when voter turnout is in a majority voting like 62%, and they will claim the other 38% who didn't bother to show up to vote at all voted no and say the issue was defeated. Libertarians like you have a very selfish minded way of perverting the math and law for your own advantages. Rarely do I ever hear any positive talk from libertarians on any issue. A MAJORITY of those who actually did vote rightfully showed the door to Bostock and Brickell are greatly relieved these incompetent politicians, and thank you for telling me that Roche lost too, will not be around to appoint incompetent people to manage transportation issues. I want to hear positive output, not crying, whining, complaining, and putting money first instead of solving the issue. Libertarians have a habit of lieing too, when they claim to support :try it our way", and it's placed on the ballot, and still, a large majority of their own interests won't back it up. All I can say about the outcome is that everybody has lost in the end because the traffic situation is not going to get better but only worse. You're fooling yourself if there will be no growth in Pinellas County. Small beach side huts have been replaced by high rise condos, and that should say enough there. After you try to shut down PSTA, what's next? Jolly Trolley? BATS? Care ride?

12/4/2014 STOP thinking rural and START thinking urban: Pinellas County will continue to grow, as the world grows, with more people. We WILL become more dense in the future, and it will come sooner than most people think. Unless we have another ice age, people will continue to move to Florida to enjoy our warmth and sunshine during their retirement years. The last citrus grove bit the dust almost a decade ago and we are no longer an agricultural community. Small huts and motels have given way to high rise density condos and hotels. Our tourist industry demands it, and dense areas that are growing need more, not less public transportation.

12/4/2014 Comment on STOP thinking rural and START thinking urban: YES! YES! YES!

Comment Count from Transit, Growth/Land Use theme(s): 4

## Transit, Jobs

COMMENT  
RESPONSE

Date

10/16/2013 Comment on "Why not?": This is a must have here. It is needed to support our economy. It will take more cars off the street for less congestion and help the air quality. It would help people to get to better paying jobs without spending there whole pay check to get there and home or take the whole day commuting by a bus system that is not working due to not enough buses or routes and always running late. Not everyone can afford a car or its up keep. We all pay the price by not having enough or inefficient public transportation. Public transportation is not used by a lot of people due to it being inefficient and taking to long and hard to make connections. This also keeps possible employers from bring jobs to the area due to employees don't have reliable public transportation. We could have used some of the same railroad tracks that were used to make the Pinellas Trail.

Comment Count from Transit, Jobs theme(s): 1

## Transit, Jobs, Transit Oriented Development

COMMENT  
RESPONSE

Date

1/8/2014 Extended hours of operation along businesses and service centers: Employees dependent on the transit system rely on dependable transit to get to and from work. Many employees in the service industry (Restaurants, Hospitals, Rec Centers, ) Need extended hours and 7 day reliable service to get to and from work. Employers who have long extended hours need employees to have reliable transportation to and from work. Also, you need to give an incentive to car drivers to want to take the bus as opposed to using their cars. If you don't have a reliable transit system, people with cars will prefer to use them. FL has seasonal tourists that will use our transit system to get around town if it is fast and reliable.

Comment Count from Transit, Jobs, Transit Oriented Development theme(s): 1

## Transit, Park & Ride

<i>Date</i>	<i>COMMENT RESPONSE</i>
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11/15/2014	Comment on Ferry boats between St. Petersburg and Tampa: You are correct Steve, City of Saint Pete locks down their free open space parking areas like at the Tropicana Field and directs vehicles to their downtown parking garages. The City owned Mahaffey Theater has a wonderful 3 story parking garage that stays empty 70% of the week, that would make a great City Bus Terminal area for a Park N Ride. One would think that Citizens would have a right to use their City Owned Property since it was bought, paid for, maintained and Patrolled by the Taxpayers!
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Comment Count from Transit, Park & Ride theme(s): 1

## Transit, Parking

<i>Date</i>	<i>COMMENT RESPONSE</i>
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7/11/2014	<p>Comment on "No trains on our roads, no dedicated bus lanes on our roads - both contribute to more congestion.": Bus lanes are helpful in congested in downtown areas, along streets where several bus lines run for several blocks, and are not as much as a problem as parallel parking spaces for cars. Parallel parking on busy city streets is a serious safety problem when cars must back in/out of spaces and some motorists just don't have the patience to wait for the person moving their vehicle in/out of the parking spot. The time it takes for a bus to stop and pick up or drop off passengers does not take as long as somebody trying to parallel park a car, and buses don't have to back up for their curbside activity.</p> <p>Rail lines built on city streets need to be in the center of the road with an island between the tracks for passengers to wait for trains at. Most rail transit vehicles must obey traffic signals at intersections like other traffic does. A small barrier between the tracks and the road can help to keep cars off tracks with the use of things like decorative lamp posts and trees and shrubs.</p>
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Comment Count from Transit, Parking theme(s): 1

- 11/3/2014 Dual use trackage, passenger rail by day, freight at night: The CSX tracks alignment would be perfect for this. This was done when the first light rail line was built and opened in San Diego back in 1980, with much success. The line is almost practically straight as an arrow to cut travel times between downtown Clearwater and downtown St. Petersburg at Tropicana Field for starters, something a bus route cannot do. The line in north Clearwater to Oldsmar could be built as part of a Phase II plan. CSX would benefit by sharing track maintenance costs to keep its freight line open reducing some truck wear and tear on the roads and streets with night freight operations, which may help keep trespassers off the tracks at night. It would be nice if the line could be extended on the southern end across St. Petersburg if we can get a ferry service started from St. Petersburg to Tampa, where the shuttered Pier is located. It would be a big help for keeping the baseball team here, too.
- Thank you for your idea. The CSX line was evaluated as part of the Pinellas Alternatives Analysis (AA) and in prior studies. The main disadvantage of using the entire CSX line is that it does not serve the largest job center in Pinellas County in the Gateway/Carillon Area. The plan does include utilization of the CSX line between downtown Clearwater and East Bay Drive and leading into downtown St. Petersburg, if we can successfully negotiate use of the right of way with CSX. If not, design alternatives have also been identified.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": Great Idea. I proposed the same a while ago, but don't believe anyone is listening.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": If there's no objection, why not commit to this?
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": On the CSX line, you're ignoring the fact that this rail line does go by the county's largest employer's office; the Pinellas County schools along Bryan Dairy Rd., a short distance from the tracks within reasonable walking distance. There's also Pinellas Park City Hall located on Park Blvd, which is also a short bus ride away from the mall there, as well as many other small employers going west. Using the CSX line all the way from Clearwater to St. Petersburg would be a bargain compared to the proposed Purple line. Very little or hardly any eminent domain issues would be involved. It's a straight shot and there is no direct highway route or street that can come even close to being that short of distance between downtown Clearwater and St. Petersburg.
- 11/25/2014 CSX Freight Line from Tampa to St. Pete: Although the CSX freight line can only accommodate 15 mph, the infrastructure is already there to place a trolley on the CSX rail. This rail already transports freight from Tampa to St Pete and passes near the Pinellas Bike Trail and through the cities of Oldsmar, Safety Harbor, Clearwater, etc. The CSX rails passes near Brighthouse Field and SPC Clearwater campus and many other tourist/employment/recreation destinations and neighborhoods. If nothing else a trolley would get the tourists off the roads and provide a nostalgic mode of transportation to retirees, students, etc. I have been proposing this idea since prior to the Greenlight proposal which required all new and costly infrastructure.

Comment Count from Transit, Rail theme(s): 5

- 10/10/2012** Comment on: "First, not enough FL residents will use it as the daily demand will not be there. Second, once tourists see the added difficulty this brings them they will elect not to use it after the first try. (Pix this- a) Family of four fly into Tampa Airport and rent a car (\$375+gas) to travel through Tampa Bay area and to get to beach hotel, etc. b) decide to go to Orlando by rail, must travel to train station, park car and pay parking fee, get round trip train tickets (\$150 for four people) travel to Orlando, get a bus\$\$\$ to Disney. Stuck at Disney unless they rent another car to go to Cape Canaveral for the day (\$200.00) Return to Disney, get ticket to train station, return to Tampa, p/u car (\$25 to park) drive back to beach. (The extra \$\$ to take the train, park car, rent another car will cost more than to take 4 people, by car to Disney at half the time and see the Cape.)" More info on public transportation needs to be given to tour agents and travel agencies on local alternatives to get around. For starters at Tampa International Airport, HARTline DOES have bus service there. PSTA needs to return to Clearwater/ ST. Petersburg Airport and run a bus line to the beach. If light rail was built in the Gateway Area to cross the Howard Franklin to Tampa, that could conveniently connect to a High-speed train that served Disney along the way to Orlando, it would work. But saying "no" is not going to solve the problem. We need to start thinking outside of the box!
- 8/21/2013** Need to have a regionalized Public transit system: The Tampa Bay area is deeply lacking in public transportation across the bay. Ferry boats, rail, and express buses are sorely needed, that do not require a change enroute between Tampa and St. Petersburg, Clearwater and Tampa, and St. Petersburg and Bradenton. All need to be running on a simple memory schedule like half hourly service during the days, and hourly evenings, weekends, and holidays, and be adjusted with extra service for special events like the Gasparilla. The current level of bus service is insufficient between Tampa and Clearwater and Tampa and St. Petersburg.
- 12/3/2013** Expand the Tampa Bay Network with the Extension of Jolly Trolley: Extend the Jolly Trolley, or similar service, with regularly scheduled service to airports, downtowns (Tampa, St. Pete, Tarpon Springs and Clearwater), hotels, beaches, ballparks, malls, museums, etc. For destinations outside Pinellas, partner with Tampa's HART to have a comprehensive Tampa Bay public transportation network for residents and tourists alike. If our area is to flourish economically, we need to provide a network of transportation systems (in both and between both counties) to move people safely, quickly, easily and economically.
- 10/14/2014** Comment on "Develop a Useful System": KG you are ignoring the fact that the light rail route being proposed is situated on its route so that it will be a connector from a proposed route on a rebuilt Howard Franklin Bridge to serve Tampa without having to transfer, from both St. Petersburg and Clearwater. People who use public transit with a good feeder bus service at the stations along the line will use it, and I've seen it work, even when I was a child visiting my relatives in Cleveland decades ago.
- 11/15/2014** Ferry boats between St. Petersburg and Tampa: Ferry boats would be a great way to have an alternative solution to driving across the Tampa Bay and our warm weather climate is perfect to provide a daily year-round alternative. We are not making good use of this resource we have. Run boats up the Hillsboro River to the convention center in downtown Tampa. Demolish The Pier in St. Petersburg and build a ferry boat terminal in its place, and have that be the new end point for all public transit be it buses, trolleys, rail, taxis, and bikes. Move PSTA's transfer facility here and passengers can wait in an enclosed, secure, indoor facility, with restrooms, shopping, eateries to go to while waiting to make transfers.
- 11/17/2014** Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Tampa Bay's biggest problem with public transit is that we need a REGIONAL transit organization, not individual companies broken down to separate counties and cities. Several successful transit companies in California operate under this kind of scenario. Even here in Florida, LYNX in Orlando does reach out to outlying counties and communities. All of the public transit companies in the greater Tampa Bay area need to be combined into one regional transit authority. And to make it all work right we need those diamond lanes on the freeways as well as park-n-ride lots to make commuter routes successful for starting this. I'm sure you are an occasional rider like me Phillip M. We need the transit organizations to be listening to its passengers who ride, as we will have the best solutions to offer to make the service better, not the critics who seldom ride and have a "shutdown" approach about it.
- 12/3/2014** Have new fareboxes work with SunPass accounts: A new regional farebox should work with a SunPass account, as this would mean I would not have to keep track of another account to use prepaid transit. Having this stored revenue managed by SunPass would also be a public benefit, since it could use existing state resources and would not have to be managed by a private (and expensive) third party vendor.
- 12/3/2014** Comment on Have new fareboxes work with SunPass accounts: Good idea, but don't mix it with toll road funds. The greedy toll road hogs and their investors are out to make money and will put profits ahead of maintaining a good transit service. Something similar to the "Clipper Card" that is used in the San Francisco bay area would be ideal for this kind of universal fare collection, and work much like a debit card or SunPass.

## Transit, Regional Travel

Date	COMMENT RESPONSE
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12/3/2014	Comment on Have new fareboxes work with SunPass accounts: Agree with you Elsie G. on the passes. In the Bay Area of California, they have something called the "Clipper card" that passusers can have an account and use for several different transit agencies to pay varying fares. In fact PSTA's system does the GPS, as I've called on my cell phone to get an ETA of the bus I intend to ride from the bus stop where I'm at.
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Comment Count from Transit, Regional Travel theme(s): 9

## Transit, Regional Travel, Transit Oriented Development

Date	COMMENT RESPONSE
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1/15/2014	<p>Expand public transportation choices: Diversify by adding rail services, commuter trains and light rail, and trolley lines; Some new routes could be built relatively quickly and at a low cost along existing railroad right-of-ways that are less used and/or have been abandoned where practical.</p> <p>Convert the far left hand lane on all freeways with four or more lanes in a single direction to a diamond lane for buses, vanpools, carpools, and motorcycles only.</p> <p>Tear down The Pier in St. Petersburg and build a new ferry boat terminal with intermodal connections to buses, trolleys, and light rail in downtown St. Petersburg. Run boats up the Hillsboro River to serve the convention center in downtown Tampa where it can connect with the TECO trolley and HARTline buses.and a parking garage.</p> <p>Build transit-friendly communitites in areas that need urban renewal close to rail lines and major transfer points for buses with easy access for bicycles and persons with mobility problems.</p>
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Comment Count from Transit, Regional Travel, Transit Oriented Development theme(s): 1

- 9/24/2013 Pinellas needs light rail and good regular public transportation. Are there Federal grants available to implement a plan? Will more bus shelters be built to accommodate weather issues ?
- 5/2/2014 Comment on "Implement and support ALL ride sharing services and apps": You continue making the point that you hate cars and love public transportation. That's great, we need more people like you because the way things are going in this county, fewer people are riding PSTA (yes, fewer, even though they have figured out a way to make it seem like more) so the cost per ride to taxpayers is increasing (one rider can actually take several "rides" in a trip because transfers are counted as another ride).  
There are places where public transit works - where there are high density destinations. We do not have high density destinations in Pinellas. Period. Never will.  
Roads are subsidized. Yes, but what is the actual subsidy per person since (a) everyone (100%) uses them or depends on them so the subsidy is spread over 300+ million people and yes, they all pay taxes that pay for the roads, and (b) those who drive cars willingly choose to pay extra taxes for the freedom and convenience to go where they want to go when they want to go somewhere.  
They pay license fees, sales taxes (including Penny for Pinellas), gas taxes, property taxes, and yes, some even pay INCOME taxes (although 50% of the population does not pay income taxes). They even pay the price of sitting in traffic. Government services are ALL paid for by taxpayers. Some people who use those govt services are not taxpayers. Your love for public transportation is a love for those who actually pay the taxes that allow you to have public transit available, along with the roughly 5% in the country who also use public transit.  
In Pinellas, those who pay property tax support PSTA riders, some state taxes also support PSTA and a lot of federal tax money supports PSTA. Riders pay less than 5% of the total capital and operating costs of public transit. The 25% often referred to as "fare recovery" is only for operating costs - ALL capital costs are paid for by taxpayers, including the roads the buses use.
- 10/14/2014 Comment on "Develop a Useful System": That's the same old tired comment I keep hearing from detractors of rail and public transit projects. Truth is that many of the new road projects are the reason why we are in debt and there is a huge backlog on much needed repairs and safety improvements. We're borrowing ourselves into more debt several times over on these toll roads that will never pay for themselves long after Judgement Day comes. Just because you THINK does NOT mean it IS! Several communities have tried rail and it works! Those that have tried toll roads are having serious debt problems and the private operators went broke in a couple of years. Toll roads in CA, CO, FL, IL, IN, MD, ME, NJ, OK, PA, SC, and TX are either bankrupt and/or need major repairs. None of them have turned a profit and only been a conduit for greedy investors. A vehicle is not productive if it is not moving, especially if storing it short-term must be paid for.
- 10/14/2014 Comment on "Develop a Useful System": We have enough toll roads in the state already, MORE than any other state in the nation! Many toll roads are bankrupt! When the Everglades Parkway went out for bids, nobody bid on it. Then the minimum bid offer was lowered, still, no takers, except for a couple of mercy bids, unacceptable. If toll roads are such a great thing, why have their supporters not shown us the money?
- 10/14/2014 Comment on "Develop a Useful System": If you were serious about solving our traffic woes, why are we building toll roads? Most are being built out of luxury rather than necessity, aka "Lexus Lanes". If you're so rich, why don't you put your money where your mouth is instead of asking for all kinds of grants, tax subsidies, credits and deductions. Many of these toll roads are built with funds BORROWED from foreign countries! Un-American! If you want to truly bring traffic relief, close the booths, remove the expensive technogadgetry for SunPass, abolish the toll road authority, and hike the gas taxes to pay for the maintenance, with the priority on scheduled repairs and safety improvements. New roads CAN WAIT! We're building ourselves into bankruptcy! The Veterans Expressway was supposed to be paid off in ten years, it was NOT! The road has been refinanced several times over from a Mexican bank, and the time was extended 38 years. It's been 20 years since it opened, and the road needs repairs, because the monies collected were blown on building more new toll roads going out to remote rural areas. What good is it to solve our transportation woes here in town if it's all spent on new roads in rural areas?
- 10/14/2014 Comment on "Develop a Useful System": John B. Just because YOU THINK does not mean IT IS! I'm offended by your statements and since you have nothing to offer to help improve public transit service, I believe it is time for you to butt out of this forum and stop degrading those that want improvements in public transit as well as alternatives to driving a car for transportation. NO, the automobile is NOT a sign of freedom. If it is, from what? Roller coaster gas prices? Insurance that gouges you after having a claim? Road rage from inconsiderate and aggressive drivers? The highways and gas taxes do not even pay half of their share, as the funding comes from other sources like income and property taxes, sales taxes, and did I forget all those fees and permits, licenses that are NOT road related? If better public transit service was available, more people will use it. We want mobility questions answered in this forum. Privatization and changing faces of the powers that be do not answer the mobility questions neither does cutting the funding.
- 11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": You'll never get transportation woes solved by telling us what YOU don't want John B. What are YOUR ideas besides "NO"? Saying no does NOT solve the problem. We tried toll roads , too, and they have failed and are bankrupt. Time to try something else.

11/3/2014 Comment on "Dual use trackage, passenger rail by day, freight at night": Steve C., Why do you keep bringing up toll roads? The greedy politicians and their corporate sponsors didn't mention toll roads.

According to the population projections published by the Bureau of Business and Economic Research (U of FL), Pinellas will actually not see any increase through 2060 (<http://www.youredc.com/wp-content/uploads/2012/09/Population-projections-FPS-162-Revised.pdf>).

You seem to assume that we don't like our county the way it is and that somehow we are going to redevelop the whole area and build up rather than continuing to live in a low density, five people /acre environment.

That is why we live here and that is why people move here. There are plenty of high density cities all over Florida, all over the country, for those who want the high density, walkable streets, all that dreamy stuff. Why do you want to change our way of life here?

You may not like the freedom we have with our cars and trucks. At least 62% of us enjoy being here and we are willing to pay for the freedom. 98% of us don't want to depend on bus schedules or any other form of public transit.

If that is what you want, then you need to get more than 50% of the voters in Pinellas to agree with you. The politicians and big money special interests are all excited about taking \$3.6 BILLION from taxpayers and building a train we don't need and adding more empty buses to our streets.

They will be anxious to hear your ideas. They are ready anytime. They didn't throw over \$1 million into the Greenlight promotion because they wanted to help us - that is not their goal. They want our tax dollars!

11/15/2014 Comment on Replace PSTA management and board: There you go again, Steve C., trying to turn this into a political discussion rather than proposing ways to improve the PSTA bus service. Public transit is essentially irrelevant in Pinellas; 98% of residents have chosen their transit option: cars and trucks. In fact, more workers WALK to bus than ride the bus (see post below).

Low voter turnout? The national turnout was 36%. Pinellas' 57% was a record and almost the same as the national presidential turnout (58%) in 2012.

There are over 220,000 registered Democrats in Pinellas, same as the number of Republicans, only 1,700 registered Libertarians.

The Greenlight scheme cost about \$3 million to cook up and PSTA spent over \$1 million "educating" voters about (i.e. promoting) Greenlight, all \$4 million taxpayers' money. Over \$1 million was donated by big money corporations looking to make money off taxpayers - or get their property taxes reduced - if Greenlight passed.

No Tax For Tracks raised less than \$100,000 which was used to make voters aware of the scam and inform them of the facts, hence the 62% NO vote.

"I want to hear positive output, not crying, whining, complaining, and putting (politics) first instead of solving the issue."

11/15/2014 Comment on Replace PSTA management and board: Putting money first will never solve the problem John BI I'm glad I was not raised by the same people who raised you, You accuse me of looking for a free ride each time I take the bus, have you ever considered I may be doing it for safety reasons, too? I value my CDL which I have had for 30 years, and my driving record is clean. I drive far more miles in a day than you probably drive in a week. Perhaps after spending an evening going to a ball game and had a couple of drinks, I want alternate transportation home, too. Also, taking the bus to a ball game leaves me money to not only have a better seat in the ball park, but also money for food, beer, a souvenir gift to buy for a family relative or friend that would make a great gift, and I don't have to play guessing games and waste time over trying to remember where I parked my vehicle after the game is over.. You want to cut PSTA so I'll be forced to resort to more expensive options and put money in your selfish automotive and big oil interests instead. Sure take a taxi, only as a last resort. I looked at Uber and Lyft, and both are overpriced luxury taxi services, costing far more than a standard taxi service. Also, NO BUS RIDE IS FREE as you FALSELY claim! Each rider puts money in the farebox, unless they have bought a pass. I've seen drivers refuse riders who did not have the proper fare, and on a rainy day, I was nice enough to spare a lady who had two kids in strollers with her fifty cents so she could avoid the trouble of fare evasion. That next day, what appeared to be an honest young man in an economy car asked me for a couple of dollars for gas in his car so he would not be late for an important job interview and he spent the money on lottery tickets instead. Poor people may ride the bus, but thugs hang out at gas stations!

- 11/15/2014 Comment on Replace PSTA management and board: Steve C. says, "Perhaps after spending an evening going to a ball game and had a couple of drinks, I want alternate transportation home, too. Also, taking the bus to a ball game leaves me money to not only have a better seat in the ball park, but also money for food, beer, a souvenir gift to buy for a family relative or friend that would make a great gift, and I don't have to play guessing games and waste time over trying to remember where I parked my vehicle after the game is over.. You want to cut PSTA so I'll be forced to resort to more expensive options and put money in your selfish automotive and big oil interests instead."  
Do you believe taxpayers should subsidize each ride you take?  
Why are you so special? Seems to me that we should be subsidizing the less fortunate; those who merely want the bus for their own convenience should pay the full cost of the ride, not just 16% of operating expenses.  
That means all capital cost depreciation would be added to the operating costs and the only riders who get a break have to qualify just the same as they qualify for other welfare.  
Those who provide their own transportation bear the full cost and are not subsidized as many claim. We know that Florida drivers directly pay 68% of road construction and maintenance costs. The remaining 32% comes from state and federal taxpayers (that is us - the drivers who make up 98% of Pinellas population). So no one is subsidizing roads. Stop trying to justify why you should get what you want and start thinking about how the PSTA bus service could be managed more effectively.  
Maybe we do not need buses at all - consider small shuttles that operate on demand, just like Uber and Lyft. Those who qualify would have subsidy cards just like an EBT card that gives them a discounted fare according to their needs. Current management has demonstrated they cannot effectively operate a bus service. Bring in a private company that knows transit - they can do the job better.
- 11/15/2014 Comment on Replace PSTA management and board: Highway users overall, are only contributing barely 50 % of their direct costs for the maintenance and upkeep of the roads. That includes not only the gas taxes, and ALL the sales taxes on automotive goods like tires and repairs on cars and trucks, as well as license fees, vehicle registrations, and all of that other stuff you mention falls 50% short of the real funding that is needed. So, how does the budget shortfall for roads get financed? Borrowing on the debt, cutting funds on other government projects like education, law enforcement, health care, veterans programs, and even defense spending. You are more interested in welfare for automobiles than you are people John B.! And of the 50 % that IS paid by highway users, the trucking industry pays close to 90% of it with all the fuel taxes and excise taxes and other fees we pay, and your contribution is peanuts. If the highways were privatized to any industry in the nation, the trucking industry and nobody else should own those roads since we pay the roaring lion's share of the road taxes.
- 11/15/2014 Comment on Replace PSTA management and board: John B. as I spend many days out of town, I can't perfectly remember everybody's name. It's like being a substitute school teacher. Mind you, if you think I'm a liberal, you're wrong, neither am I conservative. I voted for Brickfield with very strong reservations, but only to balance political power between the major parties that be. I'm proud to be NPA, but your rhetoric is all to the far right interests on transportation issues, many of which are leading our nation into a bankrupt mess because of relentless borrowing THINKING that things like toll lanes and toll roads will help, but have not, and the revenue projections have even been far worse than most estimates for public transit. The free drive period ends, and traffic drops as much as 85%. It's a good thing your toll road cronies like Ed Hooper and Tom Rask failed to win their elections to the board. God knows what other programs they would have raided from the general funds outside of road funding to get their Lexus lanes, or should I say GREEDWAYS built to benefit big banks and foreign investors. Un-american if you ask me, all started Bush and company after 1998.
- 11/15/2014 Comment on Replace PSTA management and board: There you go again...you need to take your toll road speech on the road and find someone who cares.
- 11/15/2014 Comment on Replace PSTA management and board: I don't need to take that speech with me on the road John B. You're asking me to preach to the choir. There are FAR MORE than the 2% you claim who don't support your numbers one bit. Pick up a copy of Landline Magazine or click on the website of OOIDA and get the truth on your HOT (Highly Overcharging Truckers) lanes and other stupid lane restrictions, etc. fouling up traffic on the freeways, or should I say GREEDWAYS on the roads we have to pay toll for?
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: Ferry idea is good but from the St Pete Pier to the Tampa Convention Center but would have to be part of a Park N Ride to be cost effective. The ride time would be about an hour. Another destination could be to Cockroach Bay State Park. Ferry riders could bring their Bicycles with them instead of cars. Run that Ferry on Weekends and Holidays. This could totally revitalize Ruskin & Sun City just like it did Dunedin and Tarpon Springs. Funding could come in from those cities and counties as well.

- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: Yes, you want choices - but you also want someone else to pay for them. You would not pay \$6.00 to ride a bus or \$25 to ride a train or \$50 to ride a ferry, even though that would be the actual cost.  
You want choices but you cannot afford them and taxpayers have said they won't pay for your ride. Now what?  
The fact is that PSTA has something close to \$75 million/year (assuming state and federal taxpayers continue to pay half the annual costs of a bus service), plus fares collected.  
The question is, how can the substandard service currently provided be improved given the amount available. The obvious answer is to replace management, increase fares and maximize the utilization of existing resources, giving riders what they need at a cost Pinellas can afford.  
Can you offer a better solution, Steve C.?
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: Continuing to share my ideas with you, here's some positive input:  
I agree that people tend to vote for or against issues in which they are interested. I stand by my comment that 98% are not very interested because they don't ride buses.  
Why would some people vote for increased taxes for public transit they will probably never use?  
1. They liked the idea of their property taxes being reduced. Especially the very wealthy homeowners (home valued at over \$200,000) and the large commercial property owners who would see a significant decrease in property taxes. They would likely encourage their employees to do the same.  
2. They believed the propaganda that bus service would be improved and did not realize that only 8% of the funding was for buses.  
PSTA did a very good job of making Greenlight sound like a massive increase in bus service. 65% sounds great. "You will get three buses a day instead of two" doesn't sound so good.  
3. They didn't really understand the plan, its very high costs, the minimal benefits and the negative impact on small businesses in Pinellas County.  
4. There are some voters who really believe government is the solution to all problems, that a tax increase is a good thing, that they can keep their doctor - whatever it is, they will vote for it. They are usually referred to as liberals and/or Democrats.  
5. Finally, there are some people who vote as they are told by powerful politicians and even their pastors and community organizers. They have little or no idea what they are voting for or against, they just vote.  
There was a lot of taxpayers money used to promote Greenlight - about \$4 million in total. Then the large corporations added another \$1 million in their support campaign.  
Apparently 62% of the voters saw through the smoke and mirrors and realized that there just might be something fishy about all these politicians and big money corporations selling them a train they would never ride:  
<https://www.youtube.com/watch?v=sZBPoRwog00>
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: Speaking of voting, maybe that's why Norm Roche is no longer on the commission (Hallelujah!) since he said "no" to even allowing us to vote. I support voting on issues, too. Toll roads ought to be voted on, but no, they were built by former governor Jeb(just entering Bankruptcy) without an impact report and just taken for granted. The toll roads never did what they were intended to do and sank us deeper into a debt that will never be paid. Where are the howls of protest over that? Obviously, it's a libertarian pet project, and as usual, borrow for it now, make somebody else pay for it later, Your grandchildren and great grandchildren are going to be ashamed of you when you get older.
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: The truth is what it is, Steve C. I cannot change the facts. 98% of us are happy with our cars and trucks. There is no silver bullet transit system that is going to lure us away from them, so complaining about toll roads, libertarians and the massive defeat of Greenlight is not going to get much traction - here or anywhere else.
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: Those of us who are fed up with the traffic congestion don't need to hear anymore of your rhetoric John B. over your false facts and phony figures. You're against ferry boats, your against trains, your against the bus service, your against the bike paths. I do not believe that 98% of us will say things are OK. If Randall O' Toole and all your other libertarian fools think technology will fix everything, then why are we spending money now on more highways? That money would be better off spent on schools, law enforcement, health care, employment training, environmental cleanup, senior and veterans' care, or paying down debts. You're spitting into a bucket that needs to be filled when you want to drop all these reasonable alternatives for transportation. Getting angry and complaining will get us NOWHERE! As long as the sun continues to shine and God blesses us with warm weather Pinellas County will continue to grow. You don't need to throw any more numbers at me, and I will just plain tell you think tanks will cook up numbers just like government does because they have a one track mind for \$\$\$ only. Until that selfishness and greed is defeated, we're going nowhere at solving transportation matters. JUST BECAUSE YOU THINK, DOES NOT MEAN IT IS! How can that be proven if it has not been tried?
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: ON A POSITIVE NOTE... If the govt would back off from their fees, permits, million dollar 2 year long impact studies and just allow a couple of private companies (with proper equipment and insurance) to operate on their own for a period of 6 months to a year... This would mean NO TaxPayer funds and NO Political Tug-Of-War between the two counties. IF NO Private company wishes to do this because it is NOT Cost Effective... Then the govt (meaning us taxpayers) should not get involved either.

- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: That is indeed a very positive note, Philip M. Your conclusion is correct - if private companies do not see a cost effective opportunity, why should taxpayers pay for anything that is not cost effective?
- A few people actually believe that government has the answer to everything, that raising taxes to pay for someone else's transportation (or other wants) is a legitimate concept.
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: John B... There are times that I truly believe that our government itself is NOT cost effective. I believe those times are from 2008 to Present!
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: Doing nothing is not the answer! All I can say on that is just look at 535 Congressional representatives in Washington. Enough said. It won't be done if cheap gas trumps transportation infrastructure improvements. Where's the money going to come from and what is the answer besides no and a continued status quo? Phillip M. and John B. you haven't provided much input to give us alternatives. Let's get the infrastructure built and repaired to create the jobs now, instead of taking the cheap way out and keep the unemployed on the welfare rolls where we get nothing back for the return except a return to slavery. I can't believe Florida voters would be so dumb to keep the same crook they have had in office for the last four years, and don't forget, 55% of us did NOT vote for Rick Scott and his crooked toll road hog agenda..
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: There you go again....same song, seventeenth verse? I lost count.
- 11/15/2014 Comment on Ferry boats between St. Petersburg and Tampa: You're sounding like Reagan again. I don't need to hear your numbers again. Hey bartender, hit the reject button on that jukebox!
- 11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: I'd like to ask you the same questions John B. regarding toll roads and toll lanes. Many of them ARE BANKRUPT or going broke, and none of them have shown a profit. Toll roads and toll lanes are more politically correct to be called "GREEDWAYS" because profits come before maintaining them as a right-of-way for the general public to use. Just look at the big fiasco they have up in Indiana, and I've been on it and by it too many times to notice. big trucks are subsidizing auto users because then Governor Mitch "snitchpan" Daniels, told a half-baked lie about the toll rates not going up, when in actuality they did, more than double for big trucks, and none for cars. Celadon, a trucking company I was working for at the time, immediately withdrew their support for Daniels because of this. The tolls have since then gone up AGAIN for big trucks and why? The greedy operators, Cintra and Marquies, both foreign entities, decided to line their investors pockets rather than maintain the road and the service plazas, let alone even salt the roads during winter when needed. Traffic on the toll road has actually declined, and an overpass leading to a free road, I-94, west of Porter has been partly demolished and the project was halted. Cintra even had the audacity to charge EMS vehicles tolls when answering a call! So don't tell me car drivers are paying too much. Nothing could be more further from the truth in this case.
- 11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: You are correct, Steve C. We shouldn't look to anyone but ourselves, the voters. It's our money, we decide. We have voted. It's over, at least for a few years, hopefully forever. People need to face reality, we can only depend on ourselves, not a bunch of self-serving bureaucrats who don't know how to run a bus service and could never, ever run a railroad. You don't like doing "everything on the cheap?" Then put up some real money. It's your problem, you should be working on solving it rather than expecting politicians to do your bidding. They respond to those who put up the big money. Fortunately their schemes do not always work when we actually get a chance to vote. We have already established the fact that complaining does not change anything, never has, never will. Why do you continue defending those who are running PSTA into the ground?
- 11/17/2014 Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Don't forget John B. that there was a LOW VOTER turnout, only suppressed by a corrupt governor in Tallahassee that would rather run the electorate by judicial channels than WE THE PEOPLE. A 35% turnout does NOT mean the majority of registered voters said no to Greenlight. That equates to only a 23% no vote and a 12% yes vote. The rest of the 65% are still undecided and most would like a refined version of Greenlight, including many of who would have voted yes instead of no or even vice versa. How can we get a truthful opinion of the issue with such a low voter turnout? Of course, if this would have been exactly the opposite, Your libertarians would be filing a lawsuit just like they have in the past when the vote does NOT go your way and I saw it happen way too many times while living in Los Angeles for 7 years on not just transportation, but other issues, too, wasting taxpayer money on your interests' lawsuits. At least I did my duty and voted, so I earned my right to gripe! And as you said earlier, I can't change the numbers. The issue is still unresolved as far as I'm concerned.

## Transit, Revenue

Date	COMMENT RESPONSE
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Likewise John B., you can't cut your way to balance the budget. You'd rather throw money out the window by laying off, or just simply terminate the workers so there will be more slaves to work on your peanut plantations. There is only one nation that is a tax-free, lawless government and would be the perfect place for libertarian activists like yourself and it's off the coast of the horn of Africa, it's called Somalia.
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Bikes and Penny for Pinellas
9/11/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: When road and safety improvements are being jointly spent to benefit both bikes and traffic, that money needs to come out of the road monies, not bike path funds.
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Want to ride a bike, then buy one and ride it. Pinellas gets enough of my pennies and my dollars. Not one cent more!!!
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Thanks John B.! You have not offered up a single solution except to THINK that the private sector will fix everything, but has FAILED TO DO SO! It's no secret that greed is behind most of the private sector interests to make a quick buck, go bankrupt, and leave the public on the hook to rescue them with a bailout because they put profits for their investors ahead of serving the public. All you talk about are the money factors and how can that be proven if we have not even tried it? I don't see the private sector making an offer to help. Those that do will put their money where their mouth is. Only All Aboard Florida has truly done so, wealthy selfish interests are even opposed to that. Why don't you just admit your too wealthy to lose another penny of your income to help the good of the community? I'm sure it will stop you from enjoying an activity you enjoy very much I can see in your own profile picture. Sorry to hear you're a member of the 1% provider class and can't afford it.
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: All Aboard Florida is contingent on getting over \$1 BILLION in govt loans - just another Solyndra scam waiting to happen.
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: John B., the Solyndra scam is already happening on our nation's toll roads and where are you and your libertarian and teabagger activists on this? MUM! That's because you REFUSE to admit your failures and it is not because of what YOU THINK, it is because the rest of us know what WE KNOW IS!
11/17/2014	Comment on CHANGE YOUR THINKING ABOUT BUS SIZE!: Loan or not John B., construction has already started. I long for the day when it will reach Tampa Bay, if AAF chooses to do so. This project is also a truth test for Governor Scott, too, and either way, you have to admit, it will be a wedge issue for you deal with soon. At least we won't have to worry about a bailout that will ship our money to greedy overseas investors like so many bankrupt toll roads have.
12/4/2014	Penny for Pinellas funding for bike and road improvements: When road and safety improvements are made for bikes, that money should come out of the road funding, not the bike path funding. After all, motorists are benefiting and should pay their share for it.
12/5/2014	"NO new revenue" for transit canNOT be an option!: If this is going to be applied, then to level the playing field, it must be done for all modes; I dare say so for new streets of any kind! The "no new revenue option" is nothing more than a proposal by naysayers whose only interest is to shut the system down. If that's the case, it's time to end road funding in the Penny for Pinellas and redirect those monies to transit and bike paths which it was originally proposed for in the first place. THAT IS NOT A TAX INCREASE, but an amendment that is needed to it!

Comment Count from Transit, Revenue theme(s): 40

**11/25/2012** Comment on: "NO RAIL BETWEEN HILLSBOURGH AND PINELLAS COUNTY: This Idea :1. cost more than it is worth. 2. Not enough people will use it unless they are forced to by guns. THIS IS AN AGENDA 21 PROGRAM, PART UN SUSTAINABILITY.... WATCH OUT PEOPLES!" Above comment does not make sense. No solution. Let's tear down I-175 in St. Petersburg and replace it with a trolley line between Tropicana Field and the Pier in St. Petersburg. Why do we have 2 interstates less than a dozen blocks apart from each other for less than a mile-that project should have never been built. A rebuilt Howard Franklin needs a rail option in the middle of it. there's no more room to build more new highways and who wants to and likes paying for tolls?

Ditch the 118th Ave. highway project, too. Going either way to use it to access US19 is a longer routing that does not make sense. Widening projects are already under way, especially on Ulmerton Road that is long overdue. It's stupid that there are signs on northbound US19 approaching 49th St. that inform motorists to stay on US 19 to 118th ave, instead of taking 49th St. N. to 118th Ave to access I-275. that 118th Ave. Highway project money would be better spent getting PSTA more buses.

**7/15/2014** Comment on "Synchronize traffic signals better": Roads don't need to be widened. The focus should be on safety improvements. 4-lane roads without left-turn lanes and narrow lanes are by far the worst. Many are stuck between buildings on both sides of the roads close to sidewalks. I like what Clearwater did to eliminate this problem on Fort Harrison by actually reducing traffic to two lanes WITH a left hand turn lane, and then using the remaining space for bike lanes. This was done with NO NEED for condemnation of property through eminent domain to make improvements. I favor KG's idea of traffic light synchronization, but to improve bus service along with that, buses need to have sensors installed to keep them moving reducing delays at traffic signals.

Light rail is best to be built it on its own right-of-way, where possible. Flyovers, road over rail or vice versa can help benefit both road and rail traffic. Light rail will help take buses off busy streets in areas where lines run parallel to roads. This concept has worked very well in a lot of major cities. Buses displaced by light rail can be redeployed to expand bus service elsewhere to increase frequencies on other bus routes, add new bus routes in areas without service, and allow transit companies to retire older buses from service to reduce maintenance costs.

Widening roads is also bad for small businesses that will have to give up parking spaces in front of their buildings, in some cases entirely! We can't build a good public transportation system and improve traffic flow by doing it all on the cheap, let alone sacrifice safety, too. If anything should be sacrificed, cancel new road construction, especially for toll roads.

Comment Count from Transit, Roads theme(s): 2

Total Comments Collected: 891